

THE Japan Weekly Mail.

A POLITICAL, COMMERCIAL, AND LITERARY JOURNAL.

VOL. V.—No. 17.]

YOKOHAMA, SATURDAY, APRIL 25, 1874.

[PRICE \$24 PER ANNUM

In compliance with the wishes of many of our Subscribers at the out-ports we shall issue henceforth, apart from, but enclosed in, "The Japan Weekly Mail," a summary of the telegrams which have been published in the course of the current week in our Daily Edition.

Notes of the Week.

"THIS day is a day of trouble, and of rebuke, and of blasphemy: for the children are come to the birth, and there is not strength to bring forth."

We transcribe these words in no irreverent mood, but rather as those who deeply deplore the humiliation which has been brought on this country by the events of the past week. With-out—as it now appears—a well defined understanding with China or sufficient thought how she would regard it, without any clear conception of the consequences of the act in the absence of such an understanding, without foresight, and in a humour which catches at the idea of the moment regardless of its fruits, the Japanese had planned an expedition to Formosa, and had actually despatched a section of it to the point on their own shores nearest to the scene of proposal operations, and at the last moment have countermanded it. We have referred elsewhere more fully to the subject, but here we must say that the news of this transaction will do the Japanese more harm in Europe than even the account of their recent insurrection. Serious men will say that they are perpetually being made the dupes of ideas which the rest of the sober world has long learnt to suspect and distrust, and that Japan is the Paradise of such ideas and of the men who breed them. If this conclusion once becomes confirmed at home, Japanese credit will sicken for many a long day. No words are too strong to characterize the heedless manner in which this transaction has been—we will not say, managed—but muddled, the humiliation to which it has led, or the sorrow it causes to those who wish well to the country. It may be as well to leave General Le Gendre in no doubt as to the impression universally existing in the public mind in regard to his share in this miserable business, and therefore he may learn from us that to his unwise counsel, his loose administrative action in Peking, and to his fomenting in the minds of the Japanese ideas which, however much they might conduce to his own, gave no promise of furthering their interests, and which any man really devoted to them would have repressed rather than encouraged, the greater part of this scandal and shame is due. The folly has brought its legitimate and even only possible fruits, and has inflicted an injury on the reputation and fortunes of this country from which they will not easily recover.

SOME strictures have been publicly made this week upon the cruelty and barbarity of the Government in executing Yetô Shimpei and ten of the ring-leaders in the rebellion. But it is perhaps not known that while the forces of the imperialists and the rebels were engaged at or near Saga, twenty of the former who, under enforced circumstances, surrendered their arms, were beheaded then and there on the field—a shameful and most wicked act. It was little to be expected that the Government would not avenge this wholesale cold-blooded murder on those who incited and led the rebel party, and, so far as we can hear, no excessive severity has been shewn towards it since the quelling of the rebellion. The death of Yetô was amply deserved, whatever may have been his grievances. It is not

unnatural that it should have caused anger among the irritated samurai, and speculative discussion among many who were not ardent partisans on either side. But so far as foreigners know, the punishments inflicted have not been excessive, and it is not just that the Japanese should be reproached for conduct of which there is no evidence that they have been guilty. Nothing tends so much to destroy the value and therefore the effect of praise and blame as an indiscriminating use of them.

THESE perpetual changes of Ministers will assuredly lead to some curious political development one of these days. The politics of Japan are now mere personal questions, not questions of parties or of principles. A nation of thirty millions of people cannot be thus governed. Ruin must overtake this country if some better and more stable nucleus than the Cabinet in its present condition cannot be found to represent the legislative and executive powers of government. Any day may witness organic change or such trouble as may demonstrate the necessity for it.

WE have heard it said that there could be no connection between the movements of Chinese troops towards Formosa and the orders given by the Japanese Government for the Expedition now countermanded. It is averred that the Expedition was only ordered, or the intention to send it made known, about the 1st April, while it is certain that the Chinese troops arrived in Formosa on the 27th March. But the *Japan Mail* of the 10th March in its summary speaks of an expedition to Formosa as under contemplation, and flying rumours of it would in all probability have reached China even before this. To our mind it is certain that these movements in China have originated in the reports that an expedition was being prepared.

OUR article on the subject of Japanese Companies in last week's issue has drawn forth some remarks on the estimate we formed of the want of sufficient available capital for such enterprises. We could have wished that our contemporary had been able to give better evidence than he has done for the views he entertains, but while venturing to differ from us he is constrained to admit that "no foreigner whatsoever knows much about the accumulated private wealth of Japanese," and further that he "does not pretend to an extraordinary knowledge of Japanese, on the contrary we have a very limited knowledge of them particularly of the mercantile classes." These, it must be admitted, are weak grounds on which to base an argument in opposition to our estimates of native capital, but all we can now say is that if it should hereafter prove that our opinions are incorrect, and that there is no lack of private wealth, and still less indisposition to turn it to profitable account, we shall gladly acknowledge our error, and welcome the evidence to be afforded by the establishment of numerous Joint-Stock institutions competent to undertake the solid improvement of the country.

A correspondent in our columns of this day has drawn our attention to the present condition of Russia, which, although a country of the first magnitude, has not hesitated to adopt a line of policy the very opposite of that of Japan, and the consequences of which are to be seen in the material improvement of what was mainly a barren territory thirty years ago. Not only is the introduction of foreign capital into Russia encouraged, but also the residence and personal service of foreigners. They freely receive leases of mines, concessions for manufacturing industries and Public Works, and those who enter Go-

vernment employ rise, when deserving, to the highest rank in the state, and are entrusted with the most important offices equally with the natives of the country.

In the matter of Public Works we may safely go a step further, and point out that throughout the greatest part of Europe and America, Railways, the greatest and most costly of such works, were at first undertaken by foreign and not by native capital, and that even to this day in only one or two countries is native capital available for such construction, so that no imputation can be made upon the Japanese for their want of ability in this respect.

We publish this week a translation of the "Reply of Soyejima, Gotô Shojiro and Itagaki to Katô's argument against Representative Government in Japan" which we have already made public.

Mr. WAGNER was unfortunate in having a stormy evening as an accompaniment to his concert, and the consequence was that he drew but a poor house.

The introductory trio was weak, especially in the piano-forte part, and made but little effect. Lord Mornington's well-known glee "Here in Cool Grot" went unsteadily, the *staccato* passages were slurred, and the want of drilling was too apparent. The solos were also somewhat feeble. Romberg's *Kinder-Symphonie* is clever and melodious, as was everything he wrote. But it is a Christmas-time curiosity for children, and hardly constitutes a serious piece for a concert. Its object, however, is to amuse, and, as it amused, Mr. Wagner may successfully plead this in justification of the selection. It was fairly played, but the accessory instruments were hideously out of tune with each other. We believe that a performance of what are called "Nigger Minstrels" followed: but never having assisted at these festivals, and having no critical knowledge of this class of music, which, we have understood, comprehends tunes on banjos and such nameless weapons, we must not intrude where we should only expose an excessive, and alas! unusual ignorance.

We should have been well pleased had Mr. Wagner's concert been more fully attended, for he is a very excellent musician, and has always most readily given his skillful assistance at our concerts whenever it was required.

THE gibber of "Mumpos" is for the present at an end, and though an expression of the disgust it must have caused in all decent readers is calculated to revive it, we cannot allow its unseemly levity, its outrages upon decency, religion and morality to pass without rebuke. From a person who takes such revolting views of human life, of human interests and aspirations as this writer, to whom nothing is sacred and who defiles everything that he touches, nothing can be expected but retort even viler than the matter which suggests these words. But this writer should remember that though he may find in some congenial corners of this settlement those who will join him in the rejected garbage on which he feeds, decent remorseful retirement is the only course which will obliterate the recollections connected with his former appearances in this place under the signature he now revives. The Yokohama to which such writing was once acceptable is now a place of the past; and though he may even have to assume a virtue he does not possess, he will find decency a surer passport even to temporal success than the ribald and depraved chatter with which, under the pretence, and even the delusion, that he is amusing it, he has now for some days been insulting this too patient community.

WE observe that a wooden building of considerable size, intended, we believe, to be used as a boat house, has been erected on the Custom House ground near the French Hatoba, to the great detriment of the view of some of the occupants of the Bund houses, and in violation of their undoubted rights. It is not long ago that the Japanese local Government wished to erect a house for the Harbour-master on this ground, but the protests of those whose properties were adversely affected by it, stopped the proceeding. A view guaranteed to a house by certain understandings in regard to the property it overlooks, is part of its possession and affects its value, and the Japanese have no right

whatever to build upon the Bund and thus to reduce the value of those houses the views from which would be affected by a proceeding which invades the rights of property and violates clear and distinct agreements. It is bad, too, to permit them to do this. If they build opposite No. 10, why not "bund out" and build opposite No. 1 or along the whole esplanade? The view from some of the Bund houses is now greatly obstructed by this new building, and their owners have the gravest cause to consider themselves aggrieved by its erection. It may be inconvenient for the members of the Boating Club not to have a boat-house on the Bund; but this is no justification for putting up a building which gives advantages those who have no title to them, at the expense of those title is clear and indisputable.

AN unavoidable delay has prevented the appearance this week of the second part of Herr von Brandt's address to the *Gesellschaft für Natur und Völker Kunde Ostasiens* on the "Discovery of Japan," the first part of which we published last week. As the paper is one of permanent interest for future reference, we shall publish it complete in our first mail issue of next month.

CAPTAIN SHAW, Chief Officer of the London Fire Brigade, has addressed the following letter to the *Times* on the subject of the comparatively unflammable qualities of buildings supported on wooden beams and posts as opposed to the iron pillars and girders now almost universally employed in fire-proof buildings. The novelty of his theory, supported by his own large experience, seems to us to render his letter worthy of reproduction *in extenso*.

Before the public interest has subsided, as it will soon do, from its usual spasmodic excitement after all large fires, and while the traditional nine days, though rapidly drawing to a close, still last, and leave a faint hope that some useful impression may be made by what has happened, perhaps you will allow me to take the opportunity of relating a recent experience, which may prove instructive to at least some of your readers.

A few months since a fire occurred in one of the enormous warehouses for which the docks of this metropolis are remarkable, and raged with great fury from a little before 6 o'clock in the morning until about 11 in the forenoon, when it was extinguished, and a very large proportion of the building and its contents saved.

The warehouse was constructed of brick walls; it had wooden floors, supported on wooden beams, which in their turn were carried on wooden storiyposts about 12in. thick; and, although serious damage was done, not one portion of the heavy woodwork was destroyed.

After the fire I was allowed to remove one of the storiyposts, with a section of the beams and other parts surrounding it above and below. This post had been subjected to the full action of the fire during the whole of its duration, as already mentioned, or, making full allowance for everything, including the delay of the fire attacking the particular spot on which it stood and the time at which the cooling process commenced, certainly not less than 4½ hours.

As we had used large quantities of water, and it was probable that the wood might have been somewhat saturated, I had it carefully dried for several days before a strong fire, until not a trace of moisture remained in it.

I then set it on end in an open yard, exactly as it had stood in the warehouse, with the pedestal underneath, the cap above, and the beam across the cap, placed more than a ton of shavings, light wood, and heavy wood round it, and after saturating the whole heap with petroleum applied a light to it. After this I kept men pumping petroleum and turpentine on it until my stock was exhausted.

At the end of 2½ hours I withdrew the post, beam, and other parts from the fire, and within a few minutes from the time at which they were withdrawn they ceased to burn.

I then sawed off horizontally a few feet at that part which had suffered most from the flames, and afterwards split the same pieces longitudinally with steel wedges in order to examine its condition.

The post was of pitch pine, about the most inflammable wood I know, and yet after exposure for seven hours to fires the fury of which could not be exceeded except in blast furnaces, it contained, and still contains within it a quantity of perfectly unburned and apparently fresh wood, probably capable at this moment of supporting the whole weight which the original post can have been designed to carry.

Immediately after the saw-cut, and again after the cleaving with steel wedges, I carefully examined the centre, and found it just perceptibly warm to the touch, but nothing more, thus proving that the fibre in which the strength lies must have been quite uninjured.

The lesson to be drawn from this I take to be as follows:—

A massive storiypost of even the most inflammable wood is absolutely and perfectly proof against any heat which can be applied to it, will not of itself burn at all, but requires a continual supply of highly inflammable substances to keep it burning, and, when this supply is withdrawn, ceases to burn; and lastly, after being exposed for seven hours to flames of very great intensity, is not injured to a greater depth than about two inches from the original outer surface, and still shows a centre as clean and fresh as when it was first put in.

There may be other materials suitable for this purpose which are capable of resisting the effects of heat; and, if so, I hope we may one day hear of them but in the meantime I venture to submit what I consider to be strong practical testimony in favour of massive timber for the internal supports of heavily loaded buildings.

April 24th.

A rumour was current in Yokohama yesterday that the expedition destined for Formosa had been countermanded and that the designs of the Japanese Government were for the present abandoned. Another rumour was afloat that it was intended to direct its operations towards Corea. Up to a late hour last night nothing definite was known upon the subject.

It was reported some six weeks ago that Shimadzu Saburō had returned from Kagoshima, and had again left for that port after a stay of only two days in Yedo. Both reports were incorrect, though there was good foundation for them, and the difficulties of obtaining accurate information in this country, even of the movements of important personages when on political missions, is so great, that few will attach blame to those who occasionally err in the generally successful endeavour to obtain it. The fact is that a relative, bearing the same family name, came up to the capital for a few days on private business, and returned southwards when he had despatched it. To those who know something—little though it might be—of the character of Shimadzu Saburō, it seemed strange that any such haste as these reported movements implied should have characterized his action. He was not the man to go down on the errand of a few days of parley with his clan, to return to Yedo suddenly, and again to hurry as suddenly back to Kagoshima. But at times the fair weight due to a consideration of antecedent probabilities is lost sight of, and the fact that a man of high rank, bearing his name, had undoubtedly come up from the South shortly after Shimadzu's departure thither, had returned to Yedo, and again left for South, misled us in common with others, and the urgent political business then on hand, and on which it was known that he was engaged, naturally led to the erroneous conclusion that we have mentioned.

But it is certain that he has now returned to Yedo. About a month ago The Mikado despatched a special embassy to him, composed of Madeno Koji, his Lord Chamberlain, and other high officials of the Household, bearing an autograph from His Majesty. Three weeks of persuasive argument were necessary to induce the old chief to obey the commands of his Sovereign, and it may easily be believed that he has left his province with reluctance. The desire to see Saigo Kichinosuke at Yedo can hardly have been less strong, and this was probably urged on him. But with no success; for the Commander-in-Chief, either irritated and made sullen by the refusal to allow him to lead an expedition to Corea, or indignant at the fate of Yedo, which, as we said on Saturday last, is exciting much remark, could not be persuaded to leave his province, which is agitated with almost unanimous discontent, and where at least he is safe.

We were premature in expressing our satisfaction at the return of the leader of the Satsuma men, but it is encouraging to think in the present distracted condition of affairs that there is at least one man in Yedo with a will.

THE German ship *Herman* which arrived on the 21st from Formosa reports the arrival there of a large Chinese man-of-war and 500 troops, sent thither in consequence of the Chinese having observed the *Krangsoo*, the well-known Japanese despatch-boat, cruising about on the coast and taking surveys. (She was sent some two months back to Hongkong, nominally on a cruise.) This confirms the statements of the Shanghai papers relative to the despatch of troops to Formosa.

A Cabinet-Council was held on Saturday last at which H. M. The Mikado presided, and it is generally believed that the decision was then taken to recall the Expedition to Formosa. At the last Council at which His Majesty presided the determination was arrived at to send this Expedition, and it may be remarked that only on Friday last the Finance Minister, Okuma Shigenobu, left for Nagasaki to superintend its despatch.

It is more than rumoured that a full examination into what passed between the late Minister for Foreign Affairs and the Court at Peking tends to prove that no clear understanding was arrived at between them in regard to the subject of Formosa.

We should be extremely glad to estimate what remaining force there is in the obligation to commit *hara-kiri* in this

country, and how far it is binding on foreign advisers of the Government who have had any hand or tongue in this shameful and scandalous business.

WE have been given to understand that our representation of the views and action of the American Minister in our issue of Saturday last, in regard to the Formosan Expedition, is not correct, inasmuch as when the purposes to which American vessels were being placed, and the objects which American citizens were subserving, were brought under Mr. Bingham's notice, he immediately took steps to prevent any such complications as would have arisen from the employment on these objects of either one or the other. It may be noted, however, that the *New York* has certainly left, at least for Nagasaki, with stores for the Expedition, and that Mr. Bingham's action seems to have been delayed beyond the period at which his intervention was necessary. We are glad, however, to find that beyond the tardiness in action with which Mr. Bingham may perhaps be reproached, his line of action is parallel with that of the other Foreign Representatives.

A VESSEL which came in yesterday from Tai-wan reports that the Chinese troops began to arrive in Formosa on the 27th March. The Chinese man-of-war of which we spoke yesterday, was entirely manned and officered by natives.

WE read as follows in the Market Report of Messrs. Knight & Co., Newchwang, dated 1st instant:—

Information has reached us to the following effect:—"Revolution in Corea; dethronement of the usurper King; the placing of the rightful King on the throne, under the guardianship of his mother. These are not only well inclined to foreigners, but give promise of a hopeful future."

This report is considered reliable, and strong hopes may be entertained that the trade in certain qualities of cotton goods, &c., at this port, once so profitable between China and Corea, will soon be resumed.

THE Formosan Expedition is definitely postponed. It may fairly be inferred that the doubts which have arisen in the mind of the Government as to the sufficiency of the intimation given by Soyejima to the Cabinet at Peking, and of the acceptance of that intimation by it, have produced the decision now announced. The desire of the Japanese, it cannot be doubted, is to arrange the Formosan question without any such proceedings as would provoke a war with China. But it may be inferred that the Chinese, hearing of the Expedition, have not considered such a mode of procedure a fitting manner of arranging the affair, and have assumed an attitude indicative of this view.

THE arrival of Shimadzu Saburō in Yedo would appear to be creating some stir, and there are reports abroad of the resignation of several members of the Cabinet.

THE salute fired on Friday morning was for Higashi Fushimi no Miya, who, it will be remembered, went down in the iron-clad *Rijokan* for Nagasaki at the time of the late insurrection, but whose journey did not extend beyond Hiogo. It is believed that he is accompanied by Okubo whose presence in Yedo is important at this moment, and the more so since the arrival of Shimadzu Saburō.

Okuma Shigenobu, who left on Friday the 24th in the *New York* for Nagasaki to despatch the expedition to Formosa, has been recalled by orders sent on Monday last.

MORE RESIGNATIONS of Sangi are reported to-day. Kido continues his office as Kiyo of the Nai-musho, but retires from the Daijo-kuan.—*Gazette*.

WE learn from Nagasaki that the *City of Niagara*, a British schooner which left that port for Taku on the 19th instant was lost near the Gotto Islands. Five of the survivors have been brought back to Nagasaki.

WE learn that the *Vancouver*, the second steamer of the China Trans-Pacific Steamship Co's line, is expected to reach Yokohama in about three weeks from this date.

SHIPPERS OF SILK.

Per S. S. *Menzaleh*, despatched 22nd April, 1874.

	France.	England.
Bavier & Co.	87	—
Raud & Co.	31	—
Dell Oro & Co.	15	—
Hecht Lilienthal & Co.	34	—
Kniffier & Co.	—	15
Wilkin & Robison	—	5
Fraser & Co. J. O.	—	14
Sundries	33	38
	150	72
Total Silk.....	222 Bales.	
Waste Silk.....	58	"

IMPERIAL GOVERNMENT RAILWAYS.

YOKOHAMA STATION.

22nd April, 1874.

Statement of Traffic Receipts for the week ending Sunday, 19th April, 1874.

Passengers.....	30,415.	Amount.....	\$8,850.10
Goods and Parcels.....			794.96

Total.....\$9,645.06

Average per mile per week \$535.84.

18 Miles Open.

Corresponding week, 1873.

Passengers,	31,970.	Amount.....	\$9,760.41
------------------	---------	-------------	------------

THE FORMOSA EXPEDITION.

EVERY one interested in the fortunes of this country must have heard with inexpressible feelings of relief that the Expedition to Formosa was countermanded. The step was so serious; the Expedition was so obviously equipped for hostile purposes, and for the subsequent occupation of territory; the attitude in which it placed the Japanese towards China was so invidious, if not so menacing; it was fraught with such momentous results, and the supposed necessity for it was manifestly so much more a question of political expediency than the result of united national feeling, that for one good argument which could be adduced in favour of it, there were five which could be brought against it. It is quite true that the barbarities committed upon Japanese sailors by the Formosans had aroused deep and violent feelings among the men of the southern provinces, and it was perfectly right that steps should be taken to prevent the recurrence of these outrages. But the place for arranging this was Peking, and the Japanese Minister who was despatched thither last year with instructions to this effect should have pressed the question upon the Chinese, and doubtless might have done so, in such a manner as to ensure its proper solution. Certainly, however, he should have come to some clear written understanding with the Chinese either that they would themselves inflict punishment upon the Formosans, or agree to such well defined scheme with the same object as might have then been drawn up. It is to be feared that this was not done. The Japanese Ambassador held high and perhaps menacing, but not definite, language. It may be doubted whether written minutes passed between himself and the Chinese Minister for Foreign Affairs; while it is certain, that whether or not the Japanese at that time contemplated an expedition on the scale of the one recently equipped, the Chinese did not for a moment expect it.

The loose action of the Ambassador was further complicated by the presence, the advice, and the designs of a foreigner who knew, at that time at least, but little of the country, its condition, the sources of its weakness and its besetting failings, and who may easily have been deceived in regard to the solidity of its views and intentions. General LE GENDRE, formerly, we believe, U. S. Consul at

Amoy, and possessed of some personal experience of the Island of Formosa, whither he had some years previously been despatched on a mission from the U. S. Government, appeared on the scene just when the Formosan affairs were occupying the attention of the Japanese Cabinet, and was introduced to the Foreign Minister by Mr. DE LONG, late U. S. Minister to this country. We intend no offence when we say that a diplomatist and soldier of fortune could hardly resist a chance of advising and acting in a conjuncture so inviting and congenial. Neither were oppressed with any grave sense of responsibility. The idea of advising a showy policy which promised to untie or cut some other tough knots, dazzled the one; and the other was ready to take the chances which a high position with exceptional official rank extended to him. The Japanese turned over the bait once or twice, and at last pouched it, hooks, gimp and all. General LE GENDRE was appointed to accompany SOYEJIMA to Peking, and having been specially engaged by the Japanese Government to give his advice and assistance in the Formosan question, must have been cognizant of, and possibly inspired, every step taken by SOYEJIMA upon it. The Mission to Peking returned in the autumn, and during the winter it is believed that General LE GENDRE constantly pressed upon the Cabinet the necessity for translating into deeds the words used by their Ambassador at Peking. The portion of Formosa where the Japanese wished to operate was only safely accessible between February and May, and it was advisable that anything to be done should be done quickly. While, however, the decision of the Government was still pending, two of the Southern clans burst into rebellion, and a third, whose discontent had long been smouldering, was only prevented from joining them by the promise of a foreign expedition the preparations for which were already far advanced. The necessary men-of-war were made ready, stores of shot, shell, small-arms and ammunition were shipped, transports were chartered, and arrangements were made with other foreigners to accompany the Expedition with greater or less responsibilities attached to the posts they filled. An amusing paragraph in large capitals appeared in one of the local foreign papers saying that "war had been declared against Formosa," and not many days afterwards the movements of the men-of-war and the transports showed that the day of departure was at hand. Meanwhile the Foreign Representatives, some sooner, others later, and with more or less overt action, seeing that an expedition of a warlike or filibustering character was on foot, forbade the subjects or citizens of their respective nationalities from furnishing it with transport or personal assistance. The question was naturally discussed by the Press, and it was manifest that all sound opinion was unanimously against the undertaking. But more than this. Rumours came across the water from China that one large man-of-war had been sent down with troops to Formosa, that further re-inforcements were expected, and that China evidently had no intention of permitting the Japanese to settle affairs with the Formosans in a manner wholly un contemplated by the Cabinet at Peking at the conference on the subject with their Ambassador. On the 17th instant a notification was issued by the Prime Minister to the Departments of the Government stating the reasons for and the objects of the Expedition; but it was recalled within twelve hours, and it was understood that another, involving some modifications of the original, would be substituted for it. Suddenly, however, rumours were flying abroad that the sailing of the Expedition was postponed, and a little later it was generally known to be countermanded.

When Job sat down among the ashes he was condemned to listen to some scolding advice, and Japan must reconcile herself to the same fate. It is perhaps unnecessary to ask whether the presence of the Chinese frigate off Formosa, the appearance of an unusual number of troops on the Island, and the rumour that further re-inforcements were on their way thither, have had anything to do with this sudden change in the intentions of the Government, though inferences to that effect will assuredly be made abundantly. Let us hope rather that some communications have been again opened up with China which promise to effect by peaceful means the object desired by the Japanese Government; that the countermanding of the Expedition was due to the preponderance of some wiser council in the Cabinet than that which determined on it; and that the cruel humiliation to the country produced by this lamentable miscarriage will awaken its statesmen to some more serious sense of their responsibilities than they now apparently possess. Mistakes which might have been made without shame or disgrace before the country was opened, are now published to Europe and America a few weeks after they are committed, and the levity with which transactions of such weight as this Expedition are undertaken and then countermanded, will awaken in foreigners abroad the greatest distrust of the Japanese Government and character.

"Whom the gods intend to destroy, they first confuse."

The moral of all this is that thought must precede action; that it is folly to enter upon serious enterprises without a sufficient consideration of what their probable consequences will be; that the complaints which even foreigners favourably disposed towards the Japanese make of their lightness of character, their want of foresight, of tenacity of purpose, of seriousness and earnestness, are but too well founded; and that no nation can make more than the most superficial progress in mere externals which fails to discriminate between the specious, unsound and too often interested advice of those who can gain its ear by flattering its vanity and humouring its whims, and the wiser counsel given by those who have no interest but the good of those to whom it is given, and whose assured position and tried experience are guarantees that their counsel will be disinterested as well as sound.

REPLY OF SOYEJIMA, GOTÔ AND ITAGAKI TO KATÔ'S ARGUMENT AGAINST REPRESENTATIVE GOVERNMENT IN JAPAN.

WE have carefully perused and re-perused the memorandum lately published by you, Mr. Katô, setting forth your doubts as to the advisability of establishing a council-chamber elected by the people, and we can see that you have applied yourself to the subject with great care and industry. It may truly be called a generous present. We should be acting in opposition to your own wishes if we left it unanswered, and we therefore put forward herewith a summary of our views.

You make the following extract from a German writer:—

"In discussing the forming of a government it is in the first place necessary to show clearly the degree of progress which the country has made and its actual condition, etc., etc."

This is what Europeans call the superiority in knowledge of the 19th over the 18th century. Our advocacy of the establishment of such a council-chamber is based upon the imperative necessities of the actual condition of our country, and we say that we are speaking of the 19th century.

The establishment of the reformed government which we have at this moment come entirely from below. In the commencement it was the low-class *samurai* (*Sômô*) and *rônins* who raised the cry and aroused the clansmen, who in turn aroused the chiefs of the clans. With unity

of purpose and combined action they placed His Majesty the young Tennô at their head, and thus overturned the Administration of the Tokugawa family. In forming a [new] constitution, the imperial oath was promulgated, according to which all measures were to be decided by equitable discussion. In particular, all the clans were made to send up councillors who were to take a share in the general business of the empire. By this means the grand achievements of the surrender to the throne of the territories and retainers of the *daimiôs*, the formation of the administration of *Fu, Han, Ken*, and the conversion of *han* into *ken* were performed. All these measures were based upon the collective judgment of the lower (i. e. subjects of the *Mikado*), and decided by the general opinion of the empire, while the imperial court reaped the fruits. It was for this reason that vast and wide-reaching as these measures were, their execution was easy and swift. After the conversion of the *Han* into *Ken* the appointment of public councillors (*Kôginin*) was discontinued, and the state of things which followed was not free from the abuses of a bureaucracy. The form of government which has of late prevailed most resembles what is called in English an 'oligarchy,' and its abuses require to be remedied. To prove the advantages of an absolute monarchy, you quote ancient facts from the reign of the Prussian King Frederick the Second which are not applicable to the urgent condition of affairs in our country. Mr. Mill somewhere says that this can be seen from the crises in history like the reigns of Charlemagne, Peter the Great and the English William III.

"It would be absurd to construct institutions for the mere purpose of taking advantage of such possibilities; especially as men of this calibre, in any distinguished position, do not require despotism to power to enable them to exert great influence."

Frederick the Second was no doubt of the same style as Charlemagne, Peter the Great and William III. The wisdom and divine valour of His Majesty the Tennô will certainly some day deprive Frederick the Second and the others of the exclusive enjoyment in Europe of brilliant fame, but His Majesty's years are as yet few, and in face of the urgency of present affairs, it is only by means of a council-chamber elected by the people that our country can be preserved and upraised. The idea of establishing such a council-chamber chosen by the people is simply reviving and completing the system under which councillors were sent up from each clan, and giving full effect to the meaning of the Imperial Oath. To leave the actual state of our country quite out of the question, and to quote ancient facts from the reign of Frederick the Second, seems to be simply carrying on the error of the eighteenth century writers on politics. Before Frederick the Second succeeded to the throne he was the pupil of the Frenchman Voltaire, who in fact was the leader of the reformers of the 18th century, and whose views were so widely spread, that in a moment nearly all the Sovereigns and statesmen of Europe became reformers. Even the Pope of Rome became a reformed Pope. From this may be seen the cause of the reformation of Government in those days. You say that we want to what is impossible, namely, carry out in Japan what has not yet been done in Russia. Since the extraordinary advent of Peter the Russian government has had a succession of great and warrior-like emperors and wise and enlightened statesmen, by whose hands it has been guided, and the sovereigns and their ministers being in accordance with the political condition of the country, the national policy has taken a natural shape. If you will carefully examine the causes which have formed the Russian government, you will understand why it is deficient in a council-chamber elected by the people. We do not, however, desire to give force to our views by unnecessarily discussing the advantages and defects of the constitutions of other countries. Mr. Mill has also discussed this subject, but we will not go out of our way to quote him. But if it depended on the degree of advancement and civilization of the people, the Russians would have to give way before the Greeks. But the Russians do not have a council-chamber elected by the people, because they do not feel the want of it, while it is simply the political condition of the Greeks that has caused them to rely on its benefits.

You say that the condition of the people of this whole

country is such that it is not as yet advisable to establish a council-chamber. But we reply that if the condition of our whole people is actually thus, a council-chamber must absolutely be established. You also say that the extreme submissiveness of our people is caused by the low degree of their civilization. You have reversed cause and effect. The cause of the low degree of civilization is this extreme submissiveness, and this extreme submissiveness is the fault of our hitherto existing institutions. Mr. Mill says: "Improvement in human affairs is wholly the work of the uncontested characters;" and again: "If there be a people whose submissiveness is so excessive that it leaves everything to its government is synonymous with caring nothing about them, and accepting their results when agreeable as visitations of nature."

Representative Government 2nd edition p. 80. The extracts have been compared with the original, but differ slightly in some passages, which have therefore been retranslated from the Japanese.

Representative Government. p. 59.
p. 49.

How could such a people be expected to make progress and to desire to raise their civilisation? If we desire to advance the position of the whole of the people we must get them to abandon that excessive submissiveness, and make them recover their original spirit of enterprise; and the way to accomplish this is by correcting the errors of hitherto-existing institutions, and that they may henceforth conduce to our people's progress.

Mr. Mill says: that a savage people require a despotic government, a people of slaves require a government of guidance, but for a people who have risen above these conditions the only suitable form of government is the representative. To determine the form of Government most suited to any particular people, we must be able, among the defects and short comings which belong to that people, to distinguish those that are the immediate impediment to progress; to discover what it is, which (as it were) stops the way."

"And the form of government which is most effectual for carrying a people through the next stage of progress, will still be very improper for them if it does this in such a manner as to obstruct, or positively unfit them for, the step next beyond. The Egyptian hierarchy, and the paternal despotism of China, were suitable at the time, but they were brought to a permanent halt for want of mental liberty and individuality, which want was the fault of their institutions."

"In all states of human improvement ever yet attained, the nature and degree of authority exercised over individuals, the distribution of power, and the conditions of command and obedience, are the most powerful of the influences which make them what they are. Therefore that which most affects the progress of the people is the government. They may be stopped short at any point in their progress, by defective adaptation of their government to that particular stage of advancement. And the one indispensable merit of a government, in favour of which it may be forgiven almost any amount of other demerit compatible with progress, is that it causes the people to advance to the next stage."

Besides, if the general condition of the people be left stationary, their patriotism will not be able to develop to its normal degree.

Mr. Mill again says: "Wherever the sphere of action of human beings is circumscribed, their sentiments are narrowed and dwarfed in the same proportion. The food of feeling is action; even domestic affection lives upon good offices. Let a man have nothing to do for his country, and he will not care for it. It has been said of old, that in a despotism there is but one patriot, the despot himself. This completely expresses the evil effects of absolute subjection to a master."

We have already demonstrated that the present state of the country demands urgently the establishment of a council-chamber, and the fact that our people are in a stage when they do not require a Government of guidance. Seeing that our people were able not long ago (in 1868) to establish the reformed Government (i. e. the Government of the Mikado) why should they be unable to-day to establish a Council-Chamber? Mr. Mill says:—

"There are three things necessary in the condition of the people. Firstly, the people for whom the form of government is intended must be willing to accept it; or at least not so unwilling as to insist upon opposing it. Secondly, the people must be able to do what is necessary to preserve this form of government. Thirdly, the people must be able to do what is necessary for the form of government to fulfil its purposes. If anyone who argues in favour of a particular form of government requires that the people shall fulfil the first and second of these conditions, and that they also fulfil the third in a greater or lesser degree, no one can object to his argument."

Now, if this Council-Chamber were established, we do not propose that the franchise should be at once made universal. We would only give it in the first instance to

the samurai and the richer farmers and merchants, for it is they who produced the leaders of the revolution of 1868. Since we sent in our memorial to the Sa-In, a number of letters criticising it have appeared in the newspapers, but not one of them has condemned the idea of establishing a Council-Chamber, and they have confined themselves to personal attacks upon us. From this it may be justly inferred that the nation already fulfils the three conditions referred to above. If therefore we collect these tendencies, and give them shape, what is now scattered will become concentrated, and their power, when put into motion, of co-operating usefully with the Government will be more than any one can pretend to conceive before hand. At the beginning of the restoration, there were many opponents of it in the empire, who argued that though it sounded plausible, it never could be carried out. But when the movement once began, the opinion of these people was proved to be wrong by the result. This shows how difficult it is to prove anything by mere words. And why should we therefore hesitate in the present case?

You say that you fear the establishment of such a council-chamber, because it would be a focus of stupid views. But this is by no means certain. The persons who will be elected to serve as councillors will be composed of men from the towns and the country districts, and therefore how can any one know beforehand that it will not be a focus of wisdom and intelligence? And human nature is such that any man who occupies a public position is certain to become conscious of his own deficiencies, and to give way in silence to those of greater capacities than himself. This is the case with the English and French councillors, who for the most part follow the leaders of the party to which they belong. We cannot help thinking, therefore, that your fear of its becoming a focus of stupid views is owing to your not having sufficiently considered these points.

You say that we ought to put aside the question of a Council-chamber and devote our efforts mainly to the education of the people. To advocate education for the people is undoubtedly the part of a philanthropist. But why do you say nothing about the education of the mental powers of the people? We will therefore quote Mr. Mill against your benefit, and to prove our principle that the way to promote the knowledge and intelligence of the people, and to accelerate their progress in enlightenment is by establishing a council-chamber elected by the people.

"It is not sufficiently considered how little there in most men's ordinary life to give any largeness to the sentiments. Their work is a routine, consisting of the contrivances which they are habituated to use for meeting their daily wants. Consequently neither the thing done nor the process of doing it develops the mental powers in the way of conceptions or sentiments. If instructive books are within their reach, there is no stimulus to read them, and in most cases the individual has no access to any person of cultivation much superior to his own. Giving him something to do for the public, supplies, in a measure, all these deficiencies. If circumstances allow the amount of public duty assigned to him to be considerable, it makes him an educated man. In ancient times the intelligence of the citizens of Athens was superior to that of other peoples simply because they were able to develop largely their mental powers."

"Among the foremost benefits of free Government is that education of the intelligence and of the sentiments, which is carried down to the very lowest ranks of the people when they are enabled to take part in national concerns. There are those who doubt whether the result of the people taking a part in their national affairs can be so great. Yet unless the cultivation of the intelligence and sentiments of the people is to be an empty vision, this is the road by which it must come. If there is any one who disputes the position that it can only come by this road, I beg him to read the great work of the famous Frenchman M. de Tocqueville."

"It has often been said with reference to education of the people, that books and discourses alone are not education. Human affairs are like a sum in arithmetic, not an empty theory, and therefore action can only be learnt by action. This saying ought to be repeated again and again. A child learns to write its name only by practice and is a man to be taught to use his mental powers and guide his conduct by mere precepts? What can be learnt in schools is important, but not all important. The main element in the education of human beings is their constant employment. The private money-getting of almost every one seldom brings his faculties into play, while its exclusive pursuit tends to fasten his attention and his interest upon himself alone, making him indifferent to public affairs, and ends by plunging him into selfishness and cowardice. Balance these tendencies by contrary ones, that is, let the people take a part in public business, and in the degree to which he takes a part in public affairs, in that degree his

"thoughts and feelings will be drawn out of this narrow circle. He then becomes acquainted with more varied business and increases his mental powers; he learns that besides his own personal interests there are interests common to the whole country, and that the general happiness is not his happiness alone, and that it depends also on his exertions. The desideratum of a general diffusion of intelligence among the people can only be attained by extending the right of criticising public and national affairs to the people."

You say that such a Council-Chamber cannot escape the reproach of "heedless advancement," on the ground of its sudden establishment. But if you will attentively read these extracts and at the same time consider the present state of the empire, you will see that it is not so.

If you had not done us the kindness to express your doubts, how could we have been able to go so deeply into the matter? For this favour we are really indebted to you. You know by heart all matters European and American. Much aid is always to be derived in national reforms and advancement from the efforts of learned men, and we expect much more from you than these doubts.

SOYEJIMA TANÉOMI,
GOTÔ SHÔJIRÔ,
ITAGAKI TAISUKÉ.

To Mr. Katô.

February 20th, 1874.

WINDS AND CURRENTS IN THE VICINITY OF THE JAPANESE ISLANDS.

By CAPTAIN A. R. BROWN,

Japanese Government Lighthouse Service.

Read before the Asiatic Society of Japan, on the 15th April, 1874.

WHILE there can be no doubt of the great interest attached to the subject of this paper, it is, at the same time, one on which it is most difficult to gather a sufficient amount of information to render any remarks upon it either practically useful or sufficiently interesting to the members of this Society. The statements made in what follows have been gathered, to a great extent, from a considerable experience of the coast, and, while they may be, so far as they go, considered reliable, their incompleteness is due to the difficulties of obtaining information on the subject. This, of course, can only be properly procured by means of minute observations and records taken with instruments, and from vessels especially devoted to the purpose.

The stream known as the Japan Stream, which flows regularly along the southern Coasts of Japan, has been termed the "Gulf Stream" of the Pacific, from its supposed resemblance to the stream known by that name in the Atlantic. Indeed, the two streams are very similar in many ways. They rise in nearly the same latitude, and the course or direction in which both flow are almost identical for over 2,000 miles. The "Japan Stream" is also both warmer and saltier than the surrounding waters, as is the "Gulf Stream." But they differ from each other in as much as, while the main body of the Gulf Stream finds its way into the Arctic seas, only a small arm of the Japan Stream does so. This arm known as the Kamchatka current flows through the Behring Straits, and it leaves the main body in about latitude 38° N., and longitude 150° E. The main current flowing in an easterly and south easterly direction, is ultimately lost in the drift current of the Pacific. The Gulf Stream is also noted for its beautiful blue colour, while the Japan Stream is dark in colour, hence the name which has been given it of "Kuro-siwo" or Black Stream.

The Kuro-siwo, or Japan Stream, is a portion of the great equatorial current of the Pacific. The greatest strength of this current is found between the parallels of 10° and 20° of north latitude, and is believed to be occasioned by the north-east trade winds in that ocean. This current, having its source about the middle of the Pacific, flows along in a westerly direction until it nears the eastern coast of Luzon and the Bashee Islands. When it reaches this locality, its waters are, in the summer time or during the presence of the S. W. monsoon, considerably augmented from the China Sea. In winter or during the N. E. monsoon on the contrary the equatorial current is considerably drained; a portion of it joining the drift current forced down the China Sea by the N. E. winds. This portion,

when it leaves the main current, flows through the various channels between the Phillipine Islands and Formosa. It will therefore be seen that the volume and breadth of the equatorial current in this region depend, in a great measure, upon the prevailing winds in the China Sea—they being increased during S. W. winds and lessened during N. E. winds.

From Luzon the current which may now be known by the name of the Japan Stream flows northward passing between Formosa and the Meiao-sima group, after which it turns to the north-east and strikes upon the south point of the Island of Kiusiu. In summer, as already explained, its breadth is greatly extended, and a branch of it then proceeds up the west coast of Kiusiu through the Corean straits and into the Japan Sea. From the south point of the Goto Islands to Nomosaki, however, I have always found this branch to be under tidal influence. From the south of Kiusiu the main current rushes through Van Diemen Straits, and the channels between the various islands which lie to the south of them with great velocity, and, continuing its course in a north-easterly direction, it passes the east coast of Kiusiu and the south of Sikok. I have examined the logs of mail steamers for seventy voyages with the object of gaining an idea of the approximate velocity of this current under various circumstances, and I have myself made twenty voyages from which to make deductions; but I find that even with the same direction and strength of wind, and at the same season of the year, the velocity is most irregular and frequently differs to a very considerable extent. On three occasions only during these voyages its velocity exceeded 70 miles in the twenty-four hours; once in the month of January with a strong S. W. wind when it flowed 77 miles; once in June with a fresh easterly breeze 73 miles, and once in July with light variable airs 76 miles. With fine settled weather a ship steering a straight course from Sataomisaki to Irosaki may expect to average about 40 miles a day. The greatest strength will probably be found off the Boungo Channel and the south coast of Sikok. Here if the wind blows at all from the eastward a very heavy sea quickly gets up. This indeed may be expected, as while the Kuro-siwo is forcing itself to the north-east, the wind is opposing its progress, and the tides are rushing up or down the Boungo Channel at right angles to the current, and a most confused and dangerous sea is the result. This part of the coast is the dread of Japanese seamen.

From Siwo Misaki the current continues on its course towards the chain of islands south of the Gulf of Yedo, but it has generally less velocity than off Sikok. A ship coming from Yokohama may here escape the current entirely by keeping well inshore, passing Omai-saki at a distance of from two to three miles, and then steering down towards Matoya Harbour. This route will be found of great advantage during the winter months when gales are very prevalent from W. N. W. By following it the water will be found to be much smoother, and as soon as Owari Bay is opened out the wind will hail more to the northward and will consequently be fair for shaping a course towards Oo-sima, before reaching which place it will in all probability die away entirely. I have no doubt this track will be more generally taken when the lighthouse (now in course of construction) on Omae-saki is completed, as it will occupy a shorter time and will be found less trying for both ship and passengers.

The main body of the stream now runs between the islands south of the Gulf of Yedo, a small branch, however, passes to the westward of Oo-sima (Vries) which island it rounds and flows out into the Pacific between it and Cape King. It is stated in the China Pilot that regular tides were observed about Mikomoto, (Rock Island) the flood setting W. S. W., and the ebb E. N. E., but this I think must have been an unusual occurrence, as I have visited that place some forty or fifty times, and have always found a current setting to the N. E.

Between Cape King and Iwaboye-saki the Kuro-siwo is generally very strong, frequently running from two to three miles an hour. Ships bound into Yedo Bay from the northwards cannot be too careful between these two points of the coast, as during the summer months, the land is often enveloped in a dense bank of fog, and, at night time, were the proper allowance not made for the

current, it might be thought that a vessel had got well round Cape Kawatsu, and the course would be altered accordingly, whereas she would probably find herself in a position of great danger somewhere to the northward of Cape King.

After passing Inaboye-saki the Japan Stream leaves the coast of Japan, but still continues to flow in a N. E. direction till its northern edge reaches about 41° N. latitude in summer. It, however, only gets as far as to 38° in winter. The main body of the stream then flows to the eastward and south-east till it nears the western shores of America, when it is deflected to the south and southwest, and ultimately joins the drift current of the Pacific. Important observations of this current have lately been made between Vancouver's Island and San Francisco, and as it is said to be the intention of the United States Navy Department to run a line of soundings and to test the current from the former place to Japan during the coming spring, we may look for some very interesting information as to the boundaries, strength and direction of that part of the Japan Stream.

The following observations of the temperature of the Kuro-siwo were taken on board the *Thabor* during her various voyages :—

BETWEEN SATANOMISAKI AND OO-SIMA.	BETWEEN OO-SIMA AND MIKOMOTO.
January.....(<i>Faht</i>) 65°	January..... 69°
March..... 62° to 68°	February..... 60°
April..... 70°	March..... 64°
May..... 74° to 78°	April..... 67°
July..... 82°	May..... 70° to 76°
August..... 80° to 84°	June..... 76°
October..... 80° to 85°	July..... 76° to 78°
December..... 64° to 72°	August..... 82° to 84°
	October..... 76° to 79°
	December..... 74°

STRAITS OF TSUGAR.

April.....	42°
June.....	50° to 56°

During the spring months narrow streaks of hot and cold water were observed to exist in the neighbourhood of Satanomashii. The cold streams were sometimes as much as eight and ten degrees lower in temperature than the rest of the stream. This peculiarity may be accounted for by the fact that a stream of cold water generally comes out of the Yellow Sea during these months and parts of it may get mixed with the warm water of the Kuro-siwo.

The branch of the Japan stream which flows through the Straits of Corea during the summer months discharges a warm current into the Japan Sea, frequently at a velocity of from two to three miles an hour. This current then runs along the west coast of Japan as far as the north of Yezo. Its breadth, however, gradually decreases and its velocity proportionately decreases till arriving at the parallel of about 38° N. latitude, after which it can scarcely be detected. When nearing the Straits of Tsugar and La Perouse, however, the current is again perceptible, and in the centre of these channels, it, at all times, sets to the eastward, its strength depending greatly upon the local winds.

On the westward side of the Japan Sea but few observations have ever been taken : a south-west set has, however, been experienced, and this, I think, may very probably be expected during the winter and early part of the spring.

It has been stated above that the Kuro-siwo flows into the Japan Sea through the Korean Straits, during summer or the continuance of the S. W. monsoon only, but that there is a constant outset through the Straits of Tsugar and La Perouse. It is therefore evident that there must be some other cause than the current of the Japan stream to account for the eastward set through these straits during the winter months. And I think there will be little difficulty in discovering the reasons for this when we consider, that at the same time that the N. E. monsoon commences in the China Sea, and prevents the Kuro-siwo from flowing into the Korean Straits, north-west winds set in the Sea of Japan, blowing almost constantly and with considerable force. These heap (so

to speak) the waters up before them until they find an outlet through the straits. The origins of both the Gulf and the Japan Streams are due to causes of a similar nature and the same results are observable on our own shores. A gale of several days' duration from the north-west is well known to raise the whole level of the German Ocean, and then a strong current sets into the Baltic and through the Straits of Dover; and on some of the Lakes of America, during the long continuance of wind blowing in the same direction, vessels have been left nearly dry in a harbour at one end, whilst at the other the water has risen several feet above its usual level. So that I think the prevalent north-west winds on the west coast of Japan will in a great measure account for the easterly flow through the straits of Tsugar and La Perouse during winter. But, in addition to this, the fact that, in the Gulf of Tartary and North part of the Japan sea, the precipitation is very great during the winter, while the evaporation must be small, makes it clear that the result could not be other than it is.

In contra-distinction to the Japan Stream there is a cold current which comes from the North and is called the Oya-siwo. It is comparatively of small breadth and volume, but it nevertheless produces a very great effect upon the climate of the shores contiguous to it. The south of Kiusiu is washed by the strength of the Kuro-siwo and in consequence has almost a tropical climate during the whole year; while the Oya-siwo runs along the East coast of Yezo, which coast is fast bound in ice for twenty miles off the land during the whole winter.

The Oya-siwo has its source in the sea of Okhotsk, one part of it is supposed to run southward along the western shores of Kamchatka and the remaining part down the east of Saghalien. It then passes out into the Pacific through the various channels between Yezo and the Kurile Islands, and there meets that the branch of the Kuro-siwo which is called the Kamschatka Current. The result of this meeting of hot and cold streams is, that those Islands are almost constantly enveloped in fog; this is very similar to what is experienced on the Banks of Newfoundland, where the cold water from Baffin's Bay meets the Gulf Stream.

The Oya-siwo then flows in a S. S. W. direction along the coast of Nambu towards Inaboye-saki. Between this place and the Island of King-kasan when it comes in contact with the Japan stream, it appears to be turned towards the westward, and to set in towards the shore. I found this to be particularly the case while going close along the land on one occasion. The course of the vessel had then to be continually altered towards the east so as to enable her to clear the different dangers. I am informed that in 1865 the wrecks of no fewer than six foreign built ships were to be seen on the sandy beach which lies a few miles to the north of Inaboye-saki, and it is very probable that it was this current which led to the loss of the Pacific Mail Company's S. S. *Ariel*. A ship steering a course so as to pass inside a line from King-kasan to Inaboye-saki, will probably be set towards the shore and find herself much closer in than was anticipated; but on the other hand if she passes 6 or 7 miles outside the King-kasan and steers so as to pass at the same distance from Inaboye, she will then catch the Kuro-siwo on her starboard bow, and will consequently be set to the eastward or away from the shore. The lead, however, is a sure guide on this part of the coast, and the temperature of the water will also invariably show which current a ship is in. The difference is sometimes as much as 20° , but it is generally not more than about 12° . In April, 1873, during a voyage from Yokohama to Hakodate, I found the temperature of the water of the Japan Stream to be 62° , and after passing Inaboye-saki the temperature dropped to 44° , the vessel being then in the Oya-siwo. On the 26th of May off the Coast of Yezo, I found the waters as low as 42° .

The winds on the Coast of Japan are very variable and it is difficult to designate any particular direction as that which is prevalent during any season. Along the southern Coast the prevailing winds throughout the year may be said to be from the north east; but during the summer months light breezes from south-east and south-west are not unfrequent. Off the Bonngo Channel northerly winds often blow with great violence. With a fresh

breeze from the north-east a very ugly sea quickly gets up in this locality, as has already been explained. This has probably been the cause of Satanomisaki having acquired so bad a reputation that it has been termed the "Stormy Cape." This, in reality, however, does not appear to be the case, as the Light-keeper's returns from that point show that very few gales occur there and that the weather is generally exceedingly fine.

Between Oo-sima and the entrance to the Gulf of Yedo, north-west winds commence about the beginning of November, and continue to blow incessantly till the latter part of March, breaking up about the time of the equinox. They generally blow with considerable force and are strongest about sunrise, moderating towards the afternoon. With these winds the weather is invariably bright and clear, so that even during night the land may be seen from a great distance; but should the direction of the wind change, and should it blow at all freshly from the eastward during this time of the year, thick and bad weather may be usually expected. It will then blow hardest from south-east and south, and will gradually draw to the westward, at the same time moderating and clearing. Gales, throughout the whole of Japan, but more especially in this part of the coast between Oosima and the Gulf of Yedo, are frequently quite local, and it is no uncommon thing to find that a heavy blow has been experienced about Rock Island, when there has been perfectly fine and settled weather at Oo-sima, a distance of only 170 miles.

Typhoons occasionally occur in the neighbourhood of Van Diemen Straits and the South of Japan, during the month of June. They seldom happen in July, August, or September. The first half of October may be considered the worst season for them, and it invariably brings us one or more of these terrific storms; they generally travel along the south coast in a north-easterly direction, or over the same track as the Kuro-siwo. Captain Maury in his "Physical Geography of the Sea," says of the cyclones in the Atlantic, that, "they take a westerly course until they fall in with the Gulf Stream, when they turn about and run along upon it until their force is expended." However applicable this may be to the Gulf Stream, it certainly is not entirely true in reference to the Japan Stream, because the course which typhoons take is frequently from the south-east, crossing the Kuro-siwo at right-angles, and passing on to the north-west; this was the track of the most severe one which we have experienced at Yokohama for many years, and which occurred on the 24th of August 1871. It commenced with the wind from north-east, and the wind continued to blow steadily from that point until after the centre passed, when it came from the south-west.

From June to October, when there is wind from N. E. to S. E. accompanied by rain, and the barometer is steadily falling, these may be taken as almost sure signs of the approach of one of these storms. On observing these signs, it would be prudent for a ship to seek shelter if practicable in one of the numerous harbours on this coast, or, if this be impossible, to take the other alternative and make a good offing. In doing this it should be borne in mind that at such a time as the approach of a typhoon, above all others, the current is least to be depended on, and that its strength would in all probability be greatly increased should the typhoon be coming up from the south-west. On the east coast from the Gulf of Yedo northwards, from October to April inclusive, north-west winds prevail which frequently blow very hard. They are generally accompanied by clear weather, but heavy snow storms are of common occurrence in and near the Straits of Tsugar, and at these times the land becomes completely obscured even during the day. From May to June the winds are variable with a great deal of fine weather. During July and August light south and south-easterly winds may be expected, and about the autumnal equinox the fine weather breaks up. Easterly winds here, as on the south coast, are generally accompanied by bad weather.

The weather in the Japan Sea is much the same as on the east coast. North-west winds are prevalent during the winter. North of the parallel of 40° latitude they commence about the end of September, but the weather continues fine in the southern part of the Sea till the

middle of October. Heavy gales, however, occasionally occur here during September and October, the wind commences to blow from south-east and blows very hard between that point and south-west. When it reaches this point it moderates and the weather again clears. These storms seldom last over twenty-four hours. During the summer months southerly winds generally prevail with much fine weather. The Japan Sea is subject to violent squalls from the W.N.W. during the whole year; warning of their approach is however given by the appearance of the sky, or if they occur at night, by the appearance of lightning in that direction. The liability of this sea to these storms should not be forgotten when anchoring in exposed places, such as off Niigata; they blow at times with such force and bring in so heavy a sea, that a ship's safety may be very much endangered by them.

Fogs commence in the neighbourhood of Yezo, the east Coast of Nipon, and the Gulf of Tartary, as soon as the regular north-west winds terminate, that is about the end of April. They may always be expected in these regions during calms or with southerly winds, that is with any wind that has blown across the warm stream. The period at which they are said to be most dense in the Gulf of Tartary is during the months of June and July. On the west coast they are less frequent, and do not continue so long, while on the south coast they but seldom appear. Winds, however, which come from N. E. to S. frequently bring very thick weather, making navigation at these times almost as hazardous as in a fog. This is always dispersed by N. W. winds.

From what has been stated it will be seen that the strengths, and in some cases the directions, of the currents on these coasts can seldom be calculated upon, and that, when the weather is at all unsettled, no dependence whatever can be placed upon them; that their velocities are sometimes exceedingly great; that a large portion of the coast is, at certain seasons of the year, enveloped in dense fogs, while the remaining portion is, during the continuance of certain winds, subject to weather so thick as almost to equal in density a fog; that gales of wind arise suddenly and not unfrequently; that typhoons are liable to occur at certain seasons; and in addition there are the facts that, in many places, on the southern coast especially, the water is so deep close to the shore that the lead—generally the seaman's best friend—gives but little warning of the approach to danger, and that outlying rocks and small islands are very numerous. The mariner, therefore, who has to guide a vessel along the coasts of Japan has his vigilance taxed to the utmost, and his skill and judgment put to the severest tests to ensure the safety of the lives and property which are placed under his care.

CAPTAIN PITMAN'S BOAT-LOWERING APPARATUS FOR SHIPS AT SEA.

The attention of inventors has of late years been very largely occupied by the necessity for enlarging and improving the various means for saving life at sea. The life boat has passed through the hands of a large number of ingenious mechanics, each adding something to the improvements conceived by his predecessors, until in its present form it would appear to combine all the desiderata which its many inventors and improvers have sought to impart to it. It is claimed for it that it is strong, practically indestructible by a heavy sea, buoyant and immediately self-righting, and the results of its performances on the coasts of Great Britain and Ireland amply testify to its possessing these qualities. We are not aware how far the improvements of the coast life-boats have been introduced into the boats carried by H. M. ships. The chief aim of inventors appears here chiefly to have been to effect rapidity in lowering and detaching the ordinary ships' boats, so that upon emergency they may be made available to save life with the least possible delay in launching, and various plans have been conceived for this purpose. Of these only two seem to have survived—"Clifford's Boat-lowering Apparatus" and Kynaston's Hooks," the latter being a means of disengaging the boat from the lowering "falls" on its attaining the water. Clifford's apparatus has been in use for some years in our Royal and Merchant services, but its manifest defects have of late caused it to be regarded with somewhat less

favour than formerly. Although it is at the option of commanders of ships to employ it if they should see fit to do so it is by no means generally employed, and except in vessels of the Royal Navy is seldom to be seen.

Captain Pitman, late of H. M. S. *Ringdove* has recently designed a novel means of effecting the launching of ships' boats which may fairly claim attention in respect both to the speed and safety with which it accomplishes its purpose. It has been fitted experimentally on the vessel lately commanded by Captain Pitman, and a personal inspection of its employment enables us to subjoin a brief description.

The apparatus consists of two revolving drums, fitted against the inside part of the upper works, working on two separate spindles and controlled by friction straps connected together by a perpendicular bar which is jointed to a horizontal lever and works on a pin or bolt in the ship's side. On their faces snake wheels are fitted. Over these an endless rope is passed connecting the two drums which are thus made to revolve at an equal velocity. A securing pawl is fitted to a second lever working similarly to the other. This consists of a horizontal bar which, in falling, catches the teeth of a plate on the inside face of the drums; to this lever is also attached a "tumbler" over which a link of chain connected to the girdles, (or securing lashings), is passed. By this means the one action of the lever in removing the pawl frees the boat from the securing lashings. It is then held by the friction band lever, by means of which a man, standing on a platform attached to the upper works and commanding a view of the boat, lowers it with perfect ease and controls its descent until, having reached the water, it is disengaged from the lowering ropes by the ordinary means. The boat is hoisted on board in the usual way: the "falls" being separately wound round the drums with a detachable handle, and the levers being set in position, the apparatus is ready for future use.

In the employment of the newly devised apparatus one or two advantages over the existing methods appear to be sufficiently obvious. First: the boat is not hampered with the mechanism of the lowering system nor is the attention of the crew, always important at such a time, distracted by the necessity for watching its management. And again the inconvenience of having only a regulated length of pendant is avoided and this, in the case of the ship rolling heavily, is very considerable. For if the pendant proves too long, as would be the case with a lee roll, it does not unreeve and the boat is not freed on touching the water; while if too short, as with a weather roll, the boat would be dropped several feet. It may also be remarked, in objection to Clifford's apparatus, that when the boat has descended about two-thirds of its distance the man lowering has no power to check the rapidity of its descent, as the ends of the pendants, being tapered, unreeve themselves from the roller.

The advantages presented by this method over the ordinary plan of lowering are not less striking. The possibility of the falls fouling, either from careless coiling down or from kinks in the rope, is avoided, and the attendance of two men to clear away and lower the ropes (and who, moreover, being, in most ships, unable to observe from their position in the vessel the progress the boat is making do not lower at a uniform speed), is dispensed with. The falls, also, are frequently wet and do not "render" round the cleat when required.

The simplicity of Captain Pitman's apparatus, and the fact that one man can by its aid safely accomplish the launching of a life-boat from a ship's side in a few seconds will, we should hope, lead to its very general employment both in our Royal and merchant services. Nor need fears of expense prevent those who may be inclined to adopt the system from introducing it. Its total cost will, we learn, not exceed £10, and the inventor, we believe, claims no royalty at the hands of such shipowners as may feel disposed to cause their ships to be fitted with it.

OUR NEIGHBOURHOOD.

PART XI.

Doomed for a certain term to walk the night;
And for the day confin'd to fast in fires,
Till the foul crimes, done in many days of nature,
Are burnt and purg'd away.

HAMLET; ACT I, SCENE V.

In a busy part of the Main Street of "Our Neighbourhood," and opposite to the Stonemason's workshop, may be noticed a row of houses, whose dilapidated and neglected appearance is at strange variance with the signs of life around them. The wood of which these tenements are built is green, and mouldered from age and decay, and the black and rotting thatch upon their roofs is loaded with tall rank weeds, and verdant mosses. An air of being in Chancery pervades them; of being ghoulie-haunted; of being fever stricken, as the damp steam rises from off them when the sun is strong. Tokens of a precipitate exodus of their occupants are evident, for, through here and there, a half open door, or crazy window, whose paper, mildewed, and rotted with the rain, has parted from its sash and flaps idly in the wind, may be seen that the mats have never been removed, whilst bits of broken crockery-ware upon the floors, with now and then a tray or other article of furniture, proclaim the trembling hand which failed to serve its owner in his hasty flight. The very signs still hang beside the doors, and tell the passer by that here the Blacksmith lived, or there "all kinds of paper" were for sale. A wine-shop bush, still shapely spite of wind and weather, betokening what was once a house of entertainment, has not yet fallen from its rusted nail.

As if ashamed of their mean and shabby appearance, these houses slope backwards from the road in a slanting direction, each one, as it were, trying to hide itself behind its neighbour; all save one—a shameless building—whose corner, as it abuts upon the road, seems to thrust itself into sight and insist on being noticed, and its peaked gable to bespeak attention in a defiant manner, whilst its turned-up eave adds an appearance of being on the defensive, as an impudent schoolboy is wont to raise his arm when in expectation of a blow. But these insufferable pretensions have no effect upon the neighbouring houses, for, save where it is held in hand with its disreputable relations, it is cut off from communication, put into Coventry, ostracised, excommunicated. The jolly old tumble-down constructions over the way, who seem to be leaning affectionately on one another for mutual support, and putting their venerable heads together, eye him askance. The saucy way, however, in which the eel shop has been seen to wave her paper lamp about—scandalous in such an ancient house—might be supposed to give some encouragement and warrant for the bold and steadfast glances which his dormer window throws in her direction. It is useless, however, for him to make any advances to his next door neighbour, as a formidable gap exists between them which effectually prevents any attempts at communication, not to mention that the toy-shop has half turned her back to him, as if unmistakably intending to give him the cold shoulder. From all which it will be gathered, that, on the whole, a more disreputable, and uninhabitable make-believe of a house it would be difficult to find. And yet a closer inspection will reveal that it is not without some reason for its evident pretensions, for it is occupied. Yes, spite of ruin and decay, and a bad reputation, *the house has a tenant*. The neighbours nightly wonder at his courage, as they crowd round their charcoal fires, and when his name is mentioned shudder with affright if a rat so much as squeaks in the thatch, or regard with side-long looks their shadows grotesquely grouped upon the paper walls by the flickering lamp. And well they may, for even the Little Barber, whose reputation for valour is established, holds his breath with horror whilst he tells the story of those haunted houses. For such they are said to be. The old folks say so, and the youngsters believe the tale. It happened in this wise they say.

Many many years ago, whilst most of us were children, and the houses themselves were not much older either, a Blacksmith from Asakusa came and took up his residence amongst us—where you see his sign still hanging—and with

him came his young and pretty wife, and infant child. For a season things went well him, his reputation had followed him hither, and the neighbour had nought to say against his handywork or, indeed, against himself for that matter. But it came to pass that in course of time a good looking young Paper-man who had hitherto lived with his parents in the big shop at the end of the street—with hopes, it is supposed, of bettering his condition, in an evil moment for all concerned, determined to leave the parental roof tree, and set up on his own account, and to that end choosing the vacant house between the *Saké* merchant's and the Blacksmith's, he opened shop. Now, trade in paper being dull, or the old establishment absorbing all the custom—for the neighbours have always disliked change—it happened that our gay young Paper-man had much time upon his hands, and spent a deal thereof in the Blacksmith's house. In the mean time, for what reason it is hard to say, the Blacksmith began to grow fretful and morose; the cheerful "clink, clink" of his hammer oft-times intermitted, and he would be seen to sit for hours in moody meditation, instead of working diligently as of yore. And, by degrees, a further change was observed to come upon him; for, now, neglecting more and more the calling which had been his pride, he was seen to frequent the *saké* shop, and to return to his home, not seldom with blood-shot eyes, and staggering gait to find his next door neighbour talking to his lonely wife, or perchance nursing the baby to which he had become attached, as becomes a kind hearted youth, and even a good looking young Paper-man. And so events progressed from day to day, the future shaping out itself, the visits of the Blacksmith to the *saké* shop becoming more frequent and prolonged, and the gay young Paper-man more assiduous in his attentions to—the baby; until one morning it fell out that the neighbours, noticing no stir or sign of life about either the Blacksmith's or the paper shop, determined on consultation with the *Saké* merchant, (who had, he said, applied his eye and ear to a chink in one of the rain doors of the former house and discovered nothing,) to knock for admittance before sundown, and, in the event of receiving no response, to force an entry. As, however, hour by hour, the day wore on, and nothing happened to reward the curiosity of the idle group which loitered round the Stonemason's opposite, naught remained but to lift away a sliding door or two and solve the mystery. The Blacksmith's house was entered first, and found to be empty, but seemed to have been so recently occupied that the neighbours hastily retired as if half-expecting its owner to return and resent their unwarrantable intrusion. "And now for the Paper-man's" was the cry. But why do the foremost of the group press backwards from the half-opened door, with blanched and terror-stricken faces, whilst those behind press forward and stand on tip-toe, and crane their necks to see what as yet no one has had the courage to describe in words? And what is it they see when they do succeed? Only the shapely young Paper-man lying on his face dead! Lying face downward upon a purple stain, with an inquisitive ray from the setting sun falling across his head and neck, and bringing their marble pallor into strange contrast with the ghastly stain beneath them, and by his side his right hand severed above the wrist. Unhappy young Paper-man! But a fresh horror is in store for the bystanders, who, hardly yet recovered from their first surprise, converse in whispers; for, from out the well hard by them, cries of anguish in a woman's voice are heard, and prayers for help, and, as wail after wail is borne aloft upon the evening breeze, the trembling crowd, impelled by panic, and the dread of being bewitched by an evil spirit, overturning one another in their hurry to escape, dispersed, each to his own home. All night the dwellers in those ruined houses heard the dreadful sounds, and when day dawned, emboldened by the sunlight, they, headed by the *saké* merchant put the cover on the well, in hopes thereby to confine the evil spirit to its depths. Vain hope! All through that weary day the unearthly moan at intervals broke forth afresh, which the affrighted folks, afraid to leave their houses, were constrained to hear, against their wills. But their horror culminated when, at dead of night, as slumber was beginning to enfold in its embrace the worn-out watchers, an unearthly yell once more aroused

them, and the fearful apparition of a woman dripping with water, her long black hair hanging in masses around her pallid face, and bearing a child in her arms, rushed frantically up and down before the neighbours' houses, beating her hands against their doors and begging them to open to her.

The few inhabitants who had not courage to escape by means of their back doors that night, lost no time in leaving the accursed place next morning, never to return: and since that time a ghostly woman, bearing a spectral infant, is said to go her nightly rounds, beating on her doors and calling for some one, whose name is not known, although many aver that they have heard it. That it is undoubtedly an evil spirit was evident by the fact that the cover was found to have been taken off the well on the night in which the apparition first manifested itself, and that therefore it had escaped from thence is plain. And so the simple minded dwellers in "Our Neighbourhood," to whom a ghost is an indisputable reality, and for whom even the mention thereof has terrors indescribable, have ever since shunned the haunted spot, and left in undisturbed possession thereof its solitary tenant.

(To be continued.)

Correspondence.

JAPANESE COMPANIES.

TO THE EDITOR OF THE "JAPAN WEEKLY MAIL."

April 23rd, 1874.

SIR.—The latter part of the article which appeared in your issue of the 18th instant on the subject of Joint Stock Companies has served to arouse my curiosity to know why the Japanese have adopted the peculiar policy of excluding all foreign enterprise from assisting in the commercial development of the country, and in the practical instruction of the natives so as to enable them eventually to utilize the national resources of Japan without external assistance.

What great nation has given them this example? and what argument have they to urge in its favour? It cannot be that they wish to follow in the steps of China and labour under the same disadvantages as that country is at present doing. Neither can they be ignorant of the benefits which invariably accrue from the use of foreign capital and skill.

Let them rather take Russia as an example, and watch the rapid strides with which she has advanced. Railways, mines, enormous works of all kinds, have spread over a barren country which thirty years back was non-productive.

In the more congenial South vineyards have been planted by enterprising wine merchants from France and the Rhine, which yield wines destined to become a great source of profit.

The "serf" of the past has now become the skilled artisan who receives high wages in the numberless "fabriques" erected and managed entirely by foreigners—where everything, from ironclad frigates, rolling-stock and bridges, down to stearine candles and paper, is being manufactured.

But at the same time young Russia is not being neglected. The numerous institutes and colleges of St. Petersburg are open to him, splendid galleries of art and science invite almost to every study. And he who may show any peculiar aptitude or ability is sent abroad to enable him to become conversant with the most modern improvements and researches.

If we examine the gigantic railway system of Russia we find almost every "verst" has been built with foreign capital, what few private lines there are being also in the hands of foreign capitalists.

Again, the mines of the Oural give another example—for almost all are worked by English or German Companies who alone have risked anything in the erection of expensive plant.

The Government, however, fully appreciate this risk and are content with receiving their royalties, until, the concessions being ended, young Russia can go in and continue a task which is at present comparatively void of risk and difficulty.

Russia in her conquests knows herself to be entirely dependent on foreign immigration as a civilising agent. On the annexation of the Caucasus, Germans and Persians at once swarmed into the place, under the protection of the Czar's troops. By the aid of their money and knowledge, copper

mines and petroleum wells &c., of enormous value, were opened, and trade increased so rapidly that a railway was built between Tiflis and Poti over some 60 miles of very rough country, foreign money and skill being again made use of.

Instead of trusting so much to the voice of adventurous charmers, would it not be better if Japan took more interest in what the world is doing around her and closely examined the history of great nations and the manner in which difficulties (like those Japan has to deal with) have been overcome, judging *themselves* what had better be made use of or avoided?

But "experientia docet," and in this light bubble companies of all kinds will be of service in administering a severe but wholesome lesson, which will eventually cause the dreaded forger and his capital to be more fully valued.

I remain, Sir,

Your obedient servant,

C. K.

TO THE EDITOR OF THE "JAPAN WEEKLY MAIL"

Yokohama, 25th April, 1874.

SIR.—As a step towards assisting in the investigation of the Winds and Currents on this Coast, may I be allowed to suggest to the Telegraph Department the advisability of publishing a daily report of the direction of the wind, height of barometer and state of the weather at different points on the coast, say, for instance, Nagasaki, Simonoseki, Kobe and Yokohama. By this means after a short experience the weather at these points can be prognosticated twenty-four hours in advance with some certainty, and this must prove of great benefit to the public.

The practice of publishing these reports has become general in Europe and America, and has lately been introduced into China with advantage.

Your obedient servant,

J. P.

Law & Police.

IN H. B. M. PROVINCIAL COURT.

Before C. W. GOODWIN, Esq., *Assistant Judge*.

Saturday, April 18th, 1874.

George Frice, charged with stealing a pair of Shoes from the Sailors Home, No. 136, was condemned to two weeks imprisonment and to pay the costs of Court.

U. S. CONSULAR COURT.

Before George N. Mitchell, Esq., *Vice Consul*.

Saturday, April 18th, 1874.

Hilo, Ayliff and *Buff* seamen on board the whaler *Europa* were charged with drunkenness and disturbing the peace in the Yoshi-warra (the latter, in addition, with assaulting the Police), were fined severally \$3, \$3 and \$5 each and condemned to imprisonment until the departure of their vessel from this port.

Underwood, a seaman on board the same vessel, charged with a similar offence, was fined \$3 and condemned to imprisonment until the sailing of the vessel.

H. B. M.'S PROVINCIAL COURT.

Before C. W. GOODWIN, Esq., *Assistant Judge*.

April 20, 1874.

MENDLSON BROS. v. W. H. TALBOT.

This was an action brought by the plaintiffs against the defendant, as the agent of Reuter's Telegram Company, for \$1,999 damages, in respect to an alleged breach of contract to transmit certain telegrams, whereby they lost the above amount.

Mr. Dickins represented the Plaintiffs; Mr. Ness appeared for the defendants.

It was sought by this action to try the responsibility of the defendant in regard to two telegrams destined for Europe but which it was alleged had not been delivered in consequence of said defendant's negligence.

Mr. Dickins submitted that the undertaking of Messrs. Reuter & Co. to deliver to telegrams entrusted to them was rendered valueless by the conditions with which it was surrounded. They were responsible, he conceived, not alone for their own negligence but for that of companies employed by them, to transmit messages. Two firms Messrs. Ahrens & Co. and Messrs. Mendelson Bros. were registered under

the same code word, "Monteagle" and this he conceived was sufficient to create the confusion of which plaintiff had cause to complain.

Mr. Ahrens, called, stated his firm had Houses in Yedo and in Berlin but could not remember the code word used in registration. He remembered that a telegram, (produced), had been forwarded to him, when he was in Berlin, at the close of 1873, but he had not received it.

(Mr. Dickins proposed at this stage to hand in letters which had passed between the Houses in Yedo and Berlin, as evidence of the confusion in telegrams which had arisen. To this Mr. Ness objected. His Honour agreed to accept the letters as evidence.)

The letters in question were dated October 1873 and November 1873 severally, and stated that telegrams had been received by Messrs. Ahrens & Co. intended for Messrs. Mendelson & Co.

On cross examination by Mr. Ness:—Witness stated that he learnt from the letters that a telegram sent by his firm had not been received in Yokohama. The letter of the 23rd October was sent from Vienna, but he could not, of his own knowledge, affirm that the telegram had been despatched.

Jonas Mendelson stated that he was a member of the firm of plaintiffs. He remembered sending a telegram in 1873 concerning rabbits. He sent another in October of the same year. So far as he was aware these telegrams had not arrived. His correspondents had neither received nor acted upon the telegrams.

In reply to His Honour witness said that the code word of registration had been received from Reuter's Telegram Company London.

Witness, continued, that in May or June he had a communication from his San Francisco branch which (after some objections urged by Mr. Ness had been overruled), he proceeded to read. It stated that the telegram received there was utterly unintelligible. He then called upon Mr. Talbot who told him that some mistake must have been made in London. No more was said at the time.—*Herald* (abridged.)

Jonas Mendelson (in continuation,) said he had received an answer. The telegram though sent to Nagasaki on the 11th did not leave until the 15th. On discovering that his telegram had gone astray he had made enquiries among his friends and thus learned that the same code word was used by another House, Messrs. Ahrens & Co.

Mr. Ness objected to the evidence just given, and further to a letter from Messrs. Ahrens & Co. which had not been specified in the pleadings. As general damages had been sued for, nominal damages only could, according to ordinary rule, be entertained.

Mr. Dickins contended that the objections were unfounded. The damages had been stated generally as it had been impossible to show specific prejudice. The assessment of the exact damage could only be made by the Judge.

In continuation, witness said that attracted by the importance of the rabbit trade his House had resolved to engage in it. Rabbits were worth from \$200 to \$300 each and in some cases higher. He could not speak of the price in San Francisco.

Cross-examined by Mr. Ness. A telegram should reach San Francisco in at most, 20 days. Rabbits of the class he had ordered were to be purchased there and he had seen some of them in Yokohama. After the arrival of the Co'rado the price fell. His Brother told him that the telegrams referred to had not been received in San Francisco but he did not know it of his own knowledge. Considered the cypher used by Reuter & Co. was an advantage. Could not say that Messrs. Ahrens & Co. employed the same word.

Re-examined by Mr. Dickins:—Was satisfied that Messrs. Ahrens & Co. used the same cypher, and that the telegrams for Messrs. Ahrens & Co. had been sent to his firm.

(The Court here adjourned until two o'clock.)

S. Mendelson, sworn: Is a partner in the firm of Mendelson Bros. Was in San Francisco till the 17th November, 1873. Did not receive either telegram mentioned by last witness. He believed that neither of the telegrams ever reached San Francisco. Rabbits were in the market at San Francisco up to the 1st November. He had no reason to think that the stock was exhausted by the 1st Nov. He had lived in San Francisco for several years. He never knew rabbits to be scarce there till after the 1st Nov., 1873. Rabbits were worth, he believed, from \$2.50 to \$10 each, according to breed. Harness leather was not scarce in San Francisco; it was worth about 35 cents a pound—that is about \$29 a picul—there. About 12 per cent. covers all the expenses in transporting it here. The firm of which he was a partner he believed had done as good a business in leather as any other firm here.

By Mr. Ness: He arrived in San Francisco on the 4th Oct.,

1873, and left on the 17th of the following month. On the 14th December he arrived in Yokohama. Neither of the telegrams reached him whilst in San Francisco. Rabbits and leather were ordered by his firm in the ordinary course of business. He knew that the leather market in San Francisco did not vary much in a year—perhaps half a cent a pound. In Yokohama it varied some \$3 or \$4 a picul. His brother wrote and told him rabbits were in great demand at Yokohama, and that he (his brother) would probably send him a telegram. He always, whilst in San Francisco, found out what goods were shipped to this port for his own information. He knew rabbits were cheaper in San Francisco than in Yokohama at that time. He did not know the exact price here. He heard that people were shipping rabbits to Yokohama in great numbers. One person received some 30 of these animals by the P. M. S. S. *Colorado*, which sold for \$1,600. Harness and sole leather are sold in San Francisco by the pound. If he wrote to an agent in San Francisco for harness leather, the agent would understand what leather he required and would ship it.

By Mr. Dickins: Several persons besides Mr. Roth told him that the rabbits which arrived by the *Colorado* were sold for \$1,600.

Kikoya Edengiro, cautioned: He is a merchant. Last year he speculated in rabbits a good deal—both buying and selling them. Rabbits were bringing from 50 to 800 yen a piece, according to "spots, tails, ears and size." Large spotted ones with long ears were worth about 300 yen and upwards. These were about the prices from the 10th month to the 10th December, 1873. He was not in Yokohama on the 30th of Nov. He returned about 30th December.

Nowositchi, cautioned: He is a merchant in Yokohama. He did a large business with foreigners in rabbits. During the 7th and 8th months of last year there was a scarcity of rabbits with long ears in Yokohama. Perhaps in a hundred imported rabbits there would not be more than four or five good ones that is to say, with long ears and spots. He sold an exceedingly fine rabbit for 800 yen to an ex-*damio* in Yedo. He also sold ten good and indifferent ones for \$2,200. He made this last sale about the end of the 10th month. On the 11th November the U. S. mail came in, bringing about 30 rabbits, in which were some five or six good ones. He bought the lot for \$2,000. About the 12th month a decree was issued by the Government imposing a tax on rabbits (irrespective of kind) of \$1 each per month. This caused a great fall in the market, and at the time, though he had a large stock on hand, he could not sell them except at very low prices indeed. He thought the decree caused the depression, though it did not altogether stop the demand. He could only get \$100 each for good rabbits on this account. The market in December became very bad, and he could only get about 25 yen for animals he before got \$500 for. That was less than what they had cost him. During December he did not sell any good rabbits. Mr. Lotly, of No. 179, went to San Francisco, and he requested him to buy some good ones for him there, but when Mr. Lotly returned he (Mr. Lotly) told him that there were none in the market at San Francisco. In January, 1874, he bought a fine "buck" of a very peculiar kind; it was a splendid animal.

Morris Bailer, sworn: He is a clerk in the store of Herzog & Roth. He remembered the *Colorado* arriving in the end of November. He saw six or eight rabbits sold for \$800. About this time Japanese were offering from \$70 to \$80 for rabbits with "long ears, bob tails, and spotted skins."—*Herald (compressed)*.

April 21, 1874.

By Mr. Ness: There were more than six or eight rabbits in the *Colorado*. He did not know if there were any long-eared, spotted rabbits on board that steamer. About the 17th December the market suddenly fell. Herzog & Roth ordered 100 rabbits from San Francisco on the 27th August, 1873, but could get none. Mr. Herzog wrote from San Francisco to say that it was too much trouble to send them. They had a contract for rabbits, some 200. That was why Roth went to San Francisco. He only got about 40 of the class he wanted. This was on the 12th November. He could have got more, but the price was too high. He was to have sold them in Yokohama at \$22 each. In San Francisco the price would be about \$3.

Cross-examined by Mr. Dickins: In October the value of rabbits was \$100 and \$200 each. At the end of November, out of a lot, some six or eight rabbits of the kind mentioned were sold at \$400 each. Long-eared rabbits were more valuable than short-eared ones.

Mr. Dickins asked permission to re-call a witness to depose as to

the market price of leather. He had omitted in his previous examination to ask him.

Adjiro, a Japanese, re-called, said that the value of harness leather was about \$50 a picul at that time. Now, it would be about \$60, but it was not to be found in the market.

W. H. Talbot, the defendant, called by Mr. Dickins as a witness for the plaintiffs, sworn, said that he represented Reuter & Co. He knew Mr. Griffiths, the London agent. [A circular shown to witness.] He had never received any form such as the one shown to him. The signature of Mr. Griffiths was lithographed. He was agent for the Company in May, 1874. The word "Monteagle" had not been used for Messrs. Ahrens & Co. in May, 1873. "Fletcher" had been substituted. The word "Monteagle" had been previously used. The change from "Monteagle" to another name was made in London on the 11th March, 1873. The change was not telegraphed. On the 28th April, with ss, as agent, was still under the impression that the word "Monteagle" was being used. It would be early in May when he learned that the change had been made. He had only learned in Yokohama of the change.

To Mr. Dickins' question, Had he any doubt conscientiously as to the receipt at Berlin of the telegram sent there? Mr. Ness objected. It was building up the plaintiffs' case on probabilities Disallowed by Court.

Witness, resuming, said that when a change of the kind was made it was not usual to telegraph. It was only notified by mail. This was the only change, however, he had ever known to have been made. The change was made in London in the early part of March. It would take three months from here to ascertain any change having been made. Until he had received advice of the change he would not have forwarded a message under the name of "Monteagle" to any other firm than Ahrens & Co., by whom it was originally used. The London office must have known of the change. When Mr. Mendelson went to his office to complain of having received the wrong telegram he pointed it out to the London office.

Cross-examined by Mr. Ness: [Contract of the Company for the sending of messages presented to witness.] That was the contract of the Company, and he knew the conditions printed in red ink, touching the non-liability of the Company for accident or non-delivery of the messages. There were peculiar advantages granted by the Company to their customers not to be received from other companies. Of his own knowledge he could not say that the mistake had been made. The value of the message was not declared to him when received. He had no idea, in fact, of the importance of either message.

The counsel for the plaintiffs (Mr. Dickins) after explaining the nature of the defendants business, said that the main questions in this case were—

1st—What was the contract.

2nd.—What was the effect of the condition on the contract.

3rd.—What was the breach, and, lastly, what were the damages.

Both telegrams together contained 19 words and evidently the defendant had to do something with these messages for the 95 dollars paid him by the plaintiffs. That something was to convey them or procure them to be conveyed to San Francisco and that they have not done. The condition read literally, as had been previously submitted, made the whole of each document senseless, for the condition did away with all liability whatever whether from gross negligence or wilful default. Evidently the plaintiffs did not pay their \$95 for that—there was some consideration to move from the defendant and that will be seen upon reading the telegram papers as the Court will read them, namely, with a view to extract from them a sensible meaning, to be due care and diligence upon the part of the defendant.

The defendant admitted the contract, but pleaded that part of the condition which absolves him from liability, not mentioning the latter portion of it "every precaution will be taken to ensure accuracy, &c., &c." which to some extent would appear to protect the plaintiffs.

Such a condition absolving from all liability whatever was unreasonable and as such would not be enforced in this Court where all parties before it were supposed to do what is right, equitably, what is right in conscience as well as in strict law.

The condition had already been shown to be unreasonable in that it made the contract a senseless one. There were so few cases in the law applicable to telegraph agencies decided in England that it would be necessary to cite American cases, which would be done from Sedgwick in Damages, a book of high reputation in Westminster Hall. It was possible, however, by referring to the analogous

cases of railway and other carriers to show what the sense of legislature and of the bench was in England as to the validity of a condition such as the one in question. The whole subject was exhaustively heated in the case of *Peck v. N. Staff R. Coy.*, finally decided in the House of Lords, where a condition similar to the one now being discussed, even though on a signed contract, was pronounced invalid by three ex Lord Chancellors out of four, after hearing the reports of several common law judges in the question. The case was followed in *Allday v. Great W. R. Coy.*, and was supported by all or nearly all the cases collected in *Sedgwick*.

It might be objected that the defendant could not know the value of the messages. As to the rabbit telegram this contention was absurd, every one in Yokohama during 1873 could not but be well aware of the trade in rabbits, and of the high profits realised in it. A very little reflection would have shown the defendant what "harness" meant when mentioned by weight, and again the defendant could not be ignorant of the importance of messages for which near \$100 were paid. Indeed, all telegrams were important especially between distant places when the cost prevented persons from sending them except for purposes of importance. The case of *Walker v. Jackson*, which had been cited in the opening conclusively showed, too, that it was not necessary to declare the value of goods sent by carrier unless under special contract or request of the carrier whose business it was to take such precautions as might be necessary to protect himself. The American cases tended in the same direction and the difficulty of making any special declaration of value of a telegram was self-evident. It was therefore contended that the defendant was liable even for ordinary negligence and *a fortiori* for the gross negligence, of which it had been proved that he or his principals were guilty. This brought on the question of breach. It had been proved indisputably that the two telegrams of the 22nd October and 7th November 1873 had not reached San Francisco, and with almost equal certainty that they were sent to Berlin instead. No rebutting evidence had been offered, and nothing but technical, and very absurd objections made to the evidence produced by the plaintiffs—objections which if held good would amount to a complete denial of justice to every plaintiff so situated as are those in the present case.

Counsel then contended that the evidence of Mr Talbot himself was amply probative of all that had been advanced by the plaintiffs as to the misdelivery of their telegrams. It was clear that the telegrams home to Ahrens in Berlin in May 1873, went to Mendelsons in San Francisco. It occurred thus. Early in March 1873, Ahrens' indicator "Monteagle" was changed, and that indicator was assigned to Mendelsons shortly after. No telegraphic advice was sent to Yokohama of this change. When Ahrens' telegram in May 1873 was sent hence Mr. Talbot did not know of a change of Ahrens' indicator. Hence the message went naturally with the old indicator "Monteagle," and on arriving in London was as naturally sent on to Mendelsons to whom "Monteagle" had been assigned as indicator instead of going to San Francisco. This Counsel called carelessness number one. It was what might have been expected to occur, and did occur as a result of the change of indicator without telegraphic advice of it to Yokohama—during the interval between the change and mail notice of it arriving here. True, Counsel continued, we had no ground of action in this error, no harm was done to us by it, the facts are submitted to show the negligent mode in which the defendant company conducted their business, and that previous to the commission of the second error which forms the main ground of the plaintiffs' claim, they knew or ought to have known through their agent here of the fact of an error having arisen in respect to the indicator "Monteagle." Mr. Mendelson shows that he told the agent here of the telegram of May 1873 being received by mistake by his firm in San Francisco, but the agent appears to have omitted to mention this to the London office.

Gross as was the negligence just adverted to that now about to be explained was even more gross, indeed, inconceivably so. The messages of October and November, 1873, arrived in London (where as the answer admits the mistake was made) under indicator "Monteagle." That indicator had been *disused* as Ahrens' and *used* as Mendelson's for many months; yet omitting to note both these facts, the London office transmitted the message as if that indicator had been still in use for Ahrens and has not been assigned to Mendelsons. The message thus got to Berlin instead of San Francisco; of this there could be no doubt. The defendant did not pretend that it arrived in San Francisco; did not say that it arrived anywhere; did not deny that it arrived at Berlin; refused positively to state his belief as to what became of it and in his answer admitted that it did not arrive through a mistake which he averred was protested against

by the conditions. This was quite sufficient to prove that the messages did not arrive in San Francisco and did arrive in Berlin without any recourse to the evidence objected to by the learned Counsel for the defence. This it was submitted showed gross neglect, the change of indicator was made by the London office for their convenience and not at request of plaintiffs and care might and should have been taken that no misdelivery occurred through such change. If the company are not liable for any act at all of theirs or their servants it was well that the public should know it—such an argument might assist in gaining this case, but at the expense of injuring their business. It would be said that messages were taken at cheaper rates through this agency than by the companies—this might be so, but there was also additional risk incurred by the sender, the risk of default (no slight risk as the case showed) on the part of the agency as well as of default on that of the companies. The present case is not like one of damage to goods against a ship owner—there the consignee might have to prove neglect; it was like one for non-delivery where the defendant had to show a reasonable excuse. The last question was one of damages, admittedly somewhat difficult. Taking the highest values of rabbits at San Francisco and the lowest here that would result in a loss of profit to the extent of \$1,300 about. Every witness concurred in saying that the high prices ruled here until the 10th December, 1873, for more than a fortnight it is believed after the arrival of the steamer by which the rabbits would have been sent had the telegram of October arrived in proper time. It was still clearer that at least 10 or 12 dollars a picul might have been gained on the harness leather making a loss on that item of \$300.

In all the loss at the lowest computation was \$1,600 or thereabout. It should be remembered that even after December 10th, 1873, rabbits of good description—and those referred to in the message of October were of the best quality—sold at good though not extravagant prices.

The cases collected in *Sidgwick on Damages*, page 408, showed most clearly that in America where disputes of this kind appear more common, it is not held necessary to make any declaration of the value of a message, and that for non-delivery through neglect the measure of damages is the loss actually and directly incurred through such non-delivery.

If the verdict were not for the plaintiffs—at the very least—so far as regarded a return of the money for which by the defence's own showing no consideration whatever had been given or could be given if the condition was upheld as valid, then in no case could the public recover against the agency who would be in the happy position of breaking their contracts for which they had received money without any possibility of being held accountable. No court especially one sitting as one of equity as well as of law could well come to such a conclusion.

In answer to an objection of the Court, the Counsel for the plaintiffs showed that although, as matters turned out the plaintiffs if after hearing of the non-arrival of the harness message they had written for that article they would have made a profit; they could not foresee the course of the market and could not be held bound to keep their money and their energies locked up in the possibly profitable pursuit of leather simply to prevent a loss occurring to the defendants from the latter's own default.

Lastly, remarking that the damages demanded were direct not consequential or remote the plaintiffs' Counsel left the question in the hands of the Court.

Mr. Ness, in replying, admitted the fact of his client's having made a contract, but denied that it had been broken. He contended that the depositions of Mr. Ahrens and the evidence of Mr. Mendelson of Yokohama were of the loosest character. He submitted that the word "harness" was technical and only known to the trade. He had not called witnesses believing it to be unnecessary to his case to do so. As regards Messrs. Mendelson's evidence it tended to show that they could not specify the prejudices they suffered through the non-delivery of the telegrams. Indeed a review of the relative prices here and at San Francisco would show that they were rather gainers by it. The same might be said of their position in the question of leather. The same cypher word had never been applied to two houses; one used it at one time, but it was subsequently changed and assigned to another firm. The defendants he contended were not carriers nor was the nature of their business such as to render them liable to the provisions of the Carriers' Act. They were not so held in England or America, where, according to various decisions, they were considered exempted from the conditions imposed upon carriers. If defendants were not carriers they could only be held to be private contracting parties, liable therefore

in cases of fraud alone and not subject to the consequences of what might be considered preventable neglect.
His Honour reserved judgment.

IN H. B. M.'S PROVINCIAL COURT.

Before C. W. GOODWIN, Esq. Acting-Assistant Judge.
Thursday, 23rd April, 1874.

CHANG CHOW vs. WILLIAM OASTLER.

Plaintiff claimed the sum of \$28 on account of clothes supplied and defendant admitted his indebtedness in the sum of \$15 only.
Judgment was given in favour of plaintiff in the sum of \$15.

CHANG CHOW vs. ISMAO EYESL.

Plaintiff claimed \$8 being the balance of account for clothes supplied. The defendant, however, alleged that he had already paid \$5, and had given his note of hand for the remainder though not to the man in Court.

His Honour remarked that the principal in this case should have himself appeared to establish his claim. He would dismiss the case.

H. B. M.'S PROVINCIAL COURT.

Before C. W. GOODWIN, Esq., Assistant Judge.
April 21, 1874.

G. W. MILLER vs. HUDSON, MALCOLM & Co.

This was a claim for the sum of \$22.50, half-price of 60 tons of ballast alleged to have been ordered by the defendants from plaintiff, and afterwards countermanded.

Mr. Miller conducted his own case, and Mr. A. Brent appeared for the defendants.

G. W. Miller, sworn, said he was a stevedore. Sixty tons of ballast were ordered on Sunday, the 12th inst., by the defendants, for the *Washi*, and got ready. It was ordered by letter. [Two letters handed into Court.]

In reply to Court, the validity of the letters was admitted by defendants.

Witness, continuing, said that the Captain of the *Washi* had told him that he was not to bring the ballast alongside until he was notified of it at his own house, on the ground that he was not ready to receive it. That might be on the Sunday afternoon or Monday morning. The price was to be 75 cents per ton, put on board. On Tuesday morning he (witness) had received a letter from Hudson, Malcolm & Co. to the effect that they did not require any ballast at all. He consequently ordered it to be landed at 107. [Witness produced the Custom House certificate showing the ballast had been afloat.] The price when not received was generally half. That was the rate claimed.

To Mr. Brent, witness said that the ballast was not taken alongside on the 13th. The Captain had given orders to the contrary. Either defendant or Mr. Hyde was present, and must have heard the Captain give the orders. There was one lighter filled left over from the *Yorkshire*, containing about 10 tons.

To Court, witness said that one letter was written on the afternoon of the 12th, and the other the next day.

To Mr. Brent: He had been told that the ballast would not be required, and on Wednesday afternoon, the 15th, he (witness) saw Martin putting the same stuff on board the *Washi*.

Mr. Brent said that the ballast was not alongside on the morning of the 13th, according to orders, and that the order had been countermanded in consequence also of plaintiff not giving any explanation of the matter. Mr. Miller had also done work on a former occasion in an unsatisfactory manner. To the letter sent to plaintiff on the evening of the 13th, no reply had been received. Receiving no reply, he naturally thought that no ballast was being got ready. The order was to the effect that it was to be alongside on the 12th, but the second letter intimated that it would do on the morning of the 13th.

Court considered that the Captain ought to have notified Hudson, Malcolm & Co. himself that he was not ready to receive the ballast.

Plaintiff, to Court, said that it was true the Captain had told him that he was not ready to receive the ballast. On Monday, at 11 o'clock, the Captain was still unable to take in the ballast.

Court considered that the firm were bound by the Captain's acts as their servant. In view of the custom in regard to half-price, he should find for the plaintiff in the amount claimed, with costs.—*Herald*.

Shipping Intelligence.

ARRIVALS.

April 19, *Golden Age*, American steamer, Coy, 1870, from Shanghai, April 11th, General, to P. M. S. S. Co.
April 19, *Menzaleh*, French steamer, Mourrut, 1008, from Hongkong, April 11th, to Messageries Maritimes.
April 19, *Hermann*, German brig, Petersen, 213, from Taiwanfoo, March 31st, Sugar, to Order.
April 21, *Pride of the Thames*, British barque, Burdiss, 378, from Nagasaki, April 13th, Coal, to E. C. Kirby & Co.
April 21, *Crocus*, British steamer, Joy, 1,300, from Shanghai, 16th April, General, to Gilman & Co.
April 22, *Hartford*, U. S. frigate, Calhoun, 3,000, from Nagasaki, April 16th.
April 23, *Caroline*, German 3-masted schooner, Paulsen, 274, from Takow, April 7th, Sugar, to Chinese.
April 23, *Bombay*, British steamer, Davies, 1,325, from Hongkong, Mails and General, to P. & O. Co.
April 23, *Tuscarora*, U. S. frigate, Captain Belknap, 2,800, from Honolulu via the Bonin Islands.
April 24, *Japan*, American steamer, Freeman, 4,354, from Hongkong, April 15th, Mails and General, to P. M. S. S. Co.

DEPARTURES.

April 18, *Thistle*, British gun-boat, Sterling, 464, for Higo.
April 20, *Oregonian*, American steamer, Harris, 1,914, for Hakodate and Niigata, General, despatched by P. M. S. S. Co.
April 22, *Menzaleh*, French steamer, Mourrut, 1,008, for Hongkong, Mails and General, despatched by Messageries Maritimes.
April 22, *Europa*, American ship, McKenzie, 322, for Whaling Cruise, Whaling gear, despatched by Captain.
April 22, *B. Gormold*, American barque, Hackmett, 365, for Whaling Cruise, Whaling gear, despatched by Captain.
April 24, *Countess of Errol*, British 3-masted schooner, Taylor, 218, for Shanghai, Coal, despatched by Walsh, Hall & Co.
April 24, *Jessie McDonald*, British 3-masted schooner, Sievwright, 275, for Chiofo, Ballast, despatched by The Captain.

PASSENGERS.

Per American steamer *Golden Age*, from Shanghai:—Mrs. Jackson and child, Mr. and Mrs. Anderson, G. Beuntsohi, Rev. T. Hach, J. D. Carroll, Rev. M. Deming, wife and 2 children, Miss Green, Captain Ward, C. Drake, H. Finke, C. Jellies, J. B. Coughtrie, J. A. Spoor, Father Relu, F. Low, W. McGregor, 1 European, 9 Chinese, and 67 Chinese in the steerage. For San Francisco:—Mrs. M. M. Nelson, Miss A. A. Nelson, C. E. Bennett, J. M. Kelly, Mrs. C. Holcomb, Miss Blodgett, Miss M. C. Andrews, Dr. A. O. Treat, J. O. Carleton, J. C. Utley, Dr. Focke, and 1 European in the steerage.

Per French steamer *Menzaleh*, from Hongkong:—M. M. Sada Ito, Harmand, Deschant, and Omashino.

Per American steamer *Oregonian*, for Hakodate and Niigata:—Messrs. McRitchie, Hasiyawa, Negatte, Kaha, Macloy, Faurie, Evard, Surle Consul, and 50 Japanese in the steerage.

Per French steamer *Menzaleh*, for Singapore:—M. Leques.

Per American steamer *Japan*, from Hongkong:—Messrs. H. Hart, wife, child, and 2 servants, Mrs. Voucher and servant, Miss Walker, F. B. Arnold, S. da Rosa, Lieut. Baker, Mrs. C. J. Hangschi, Frank Doryer, F. K. Banajee, and 3 in the steerage. For San Francisco:—S. C. Farnham, Miss Farnham, Capt. T. A. Harris, F. H. de Silva, and J. Breuner. For New York:—O. Frederick and wife, and Dr. Van Rappen, U.S.N. For Europe:—E. F. Bird.

CARGOES.

Per American steamer *Golden Age*, from Shanghai:—

Treasure \$57,800.

Per French steamer *Menzaleh*, for Hongkong:—

Silk 223 bales.

REPORTS.

The British steamer *Crocus* reports: had generally fine weather during the passage, some strong northerly winds coming along the coast of Japan. Arrived at Yokohama 7 p.m. 20th instant averaging 11½ knots throughout, and making the run to this port in 98 hours.

An American frigate is now passing the light vessel, coming towards the anchorage.

The French gun-vessel *Ezance*, Captain Lambul, returned to the anchorage from Yokoska yesterday.

The American steamer *Japan* reports: Left Hongkong, April 15th. First part of passage experienced heavy N. E. winds; latter part strong southerly winds and thick weather. On N. E. end of Naki Island, saw a volcano only 200 feet from the sea. It is thought that it has recently broken out, as on passing there last January it was not observed.

MERCHANT SHIPPING IN PORT.

STEAMERS.				Destination.
Bombay	...	Davies	...	Hongkong
Crocus	...	Joy	...	Uncertain
Golden Age	...	Coy	...	Shanghai
Japan	...	Freeman	...	San Francisco
Naruto	...	DuBois	...	Uncertain
SAILING SHIPS.				
Active	...	291 Campbell	...	Uncertain
Caroline	...	274 Paulsen	...	Uncertain
Hermann	...	213 Peterson	...	Uncertain
Pride of the Thames	...	378 Burdiss	...	Uncertain
Westminster	...	1,434 Grose	...	Uncertain

VESSELS OF WAR IN HARBOUR.

H. B. gun-boat	...	Ringdove	...	Captain Singleton
American gun-boat	...	Saco	...	Captain McDougal
French gun-boat	...	Bourayne	...	Captain Rose
U. S. frigate	...	Hartford	...	Captain Culhoun
U. S. frigate	...	Tuscarora	...	Captain Belknap
French gun-vessel	...	Rance	...	Captain Lambul

SHIPPING AT THE SOUTHERN PORTS.

The following are the latest arrivals and departures at Kobe and Nagasaki:—

KOBE SHIPPING INTELLIGENCE.

To April 15th.

ARRIVALS.—April 4, *Caedon Castle*, British str. from Yokohama; April 6, *Acantha*, Brit. str. from Yokohama; April 8, *New York*, P. M. str., from Shanghai; April 9, *Amade*, German barque, from Yokohama; April 10, *Rebecca*, German schr., from Takow; April 13, *Ashu-lot*, U. S. str., from Yokohama.

DEPARTURE.—April 2, *Yorkshire*, Brit. str. for Yokohama; April 2, *Costa Rica*, P. M. S. S. for Yokohama; April 2, *Schiller*, Ger. barq., for Falmouth; April 5, *Caedon Castle*, Brit. str. for Nagasaki; April 5, *Ringdove*, H. B. M.'s gunboat, for Yokohama; April 7, *Acantha*, P. M. S. S. for Nagasaki; April 7, *Fiery Cross*, Brit. ship, for Europe; April 10, *New York*, P. M. str., for Yokohama; April 13, *Ashu-lot*, U. S. str.

MERCHANT VESSELS IN HARBOUR.—*Amade*, Ger. barque, from Yokohama; *Dorothy*, Brit. ship, from Yokohama; *Flying Spur*, Brit. barq., from Yokohama; *Hawaii*, Brit. brig, put back; *Rebecca*, German schr., from Talu; *Walton*, Brit. barq., from Yokohama.

MEN-OF-WAR.—None.

NAGASAKI SHIPPING INTELLIGENCE.

To April 11th.

ARRIVALS.—March 29, *Costa Rica*, P. M. str. from Shanghai; April 1, *Lactawanna*, U. S. S. corvette, for Cruise; April 1, *Golden Age*, P. M. S. str., from Yokohama; April 2, *Pride of the Thames*, Brit. barque, from Shanghai; April 3, *Washi*, Brit. str., from Shanghai; April 5, *New York*, P. M. str., from Shanghai; April 5, *Courier*, Russian str., from Shanghai; April 5, *Sea Breeze*, Am. barque, from Guam; April 7, *Caedon Castle*, British str., from Hiogo; April 8, *Britain's Pride*, Brit. brig, from Shanghai; April 8, *Acantha*, Brit. str., from Yokohama; April 9, *Glenartney*, Brit. str., from Shanghai; April 9, *Bertha*, German schr., from Shanghai.

DEPARTURES.—March 29, *Costa Rica*, P. M. str., for Hiogo; March 30, *Sobol*, H. I. R. M. Gun-boat, for Shanghai; March 31, *Glenartney*, Brit. str. for Shanghai; April 2, *Golden Age*, P. M. S. S. for Shang-

hai; April 3, *Lactawanna*, U. S. S. corvette for Hongkong; April 6, *New York*, P. M. str., for Hiogo; April 9, *Acantha*, British str., for Shanghai; April 10, *Courier*, Russian str., for Tientsin; April 11, *Dwarf*, H. B. M.'s gun-boat, for Cruise.

MERCHANT VESSELS IN HARBOUR.—*Argus*, Brit. str. from Hiogo; *Bertha*, German schr., from Shanghai; *Britain's Pride*, Brit. brig, from Shanghai; *Caedon Castle*, Brit. str., from Hiogo; *Eastern Chief*, Brit. barque, from Yokohama; *Glenartney*, Brit. str., from Shanghai; *Pride of the Thames*, British barque, from Shanghai; *Sea Breeze*, Am. barque, from Guam.

MEN-OF-WAR IN HARBOUR.—*Albat*, H. I. R. M. D.-boat, from Vladivostock; *Bogatyr*, H. I. R. M. Corv. from Shanghai; *Japan-ese*, H. I. R. M. Corv. from Vladivostock; *Palos*, U. S. Gun-boat, from Shanghai.

THE "JAPAN MAIL."

Is PUBLISHED ON SATURDAY EVENING.

The following are the Terms of Subscription to this Journal.

The "WEEKLY" Edition. Per annum, \$24; Six months, \$13; Three months, \$7.

The "JAPAN MAIL," a Summary of the foregoing, is published for transmission by the American Mail Steamers to San Francisco.

TERMS.—Per annum, \$12; Six months, \$7; Three months, \$4.

AGENTS OF THE PAPER.

LONDON	.....	G. Street, 30, Cornhill.
"	.....	Bates, Hendy & Co., 4, Old Jewry.
NEW YORK	.....	A. Wind, 130, Nassau Street.
HONGKONG	.....	Lane, Crawford & Co.
SHANGHAI	.....	Kelly & Co.
HIOGO & OZAKA	.....	F. Walsh & Co.
NAGASAKI	.....	China & Japan Trading Co.

Who are authorized to receive Subscriptions and Advertisements for these Papers.

Amateur Athletic Association
OF YOKOHAMA.

AT the request of several of the Members an EXTRAORDINARY GENERAL MEETING will be held (weather permitting) at the Running Path, on MONDAY, the 27th instant, at 5.30 P.M.; should the weather be unfavourable, at the same hour at the Club at No. 3. To take into consideration a question of great importance, which has been laid before the Committee, and admits of no delay.

By Order of the Committee,

J. J. DARE,
Hon. Secretary.
td.

Yokohama, April 25, 1874.

METEOROLOGICAL OBSERVATIONS.

LATITUDE. 35° 23' 41" North.

LONGITUDE. 139° 39' 0" East.

OBSERVATIONS TAKEN AT 9 A.M. LOCAL TIME.

Day of Week.	Day of Month.		OBSERVATIONS TAKEN AT 9 A.M. LOCAL TIME.														
			Barometer.	Attached Thermometer.	Hygrometer.					Wind.		Cloud. 0—10.	During past 24 hrs.				
					Dry bulb.	Wet bulb.	Dew Point.	Elastic force of Vapour.	Humidity 0—1.	Direction.	Force in lbs. per sq. ft.		Max. in air.	Min. in air.	Mean in air.	Rain in Inches.	Ozone.
Saturday ...	April	18	29.95	62.0	63.0	60.0	58.1	.484	.842	S. W.	4.50	5	63.0	49.0	56.0	.00	3
Sunday ...	"	19	30.09	53.0	51.0	43.0	32.8	.186	.500	N.	.48	0	66.5	31.0	48.7	.00	2
Monday ...	"	20	30.06	55.0	61.0	55.0	50.4	.366	.682	S.	.23	0	64.0	34.0	49.0	.00	3
Tuesday ...	"	21	29.98	63.0	63.0	57.5	53.6	.412	.710	S.	.23	10	65.0	50.0	57.5	.00	2
Wednesday ...	"	22	29.96	61.5	59.0	57.5	57.0	.467	.937	E.	.02	10	65.0	46.0	55.5	.00	2
Thursday...	"	23	29.75	64.5	63.0	62.5	62.2	.560	.990	S.	.93	10	69.0	64.0	66.5	.00	6
Friday ...	"	24	29.65	63.0	60.0	60.0	59.4	.506	.978	N.E.	.46	9	67.0	49.5	58.2	.50	6
Mean ...			29.87	60.2	60.0	56.5	53.3	.425	.805		.97	6	65.6	46.2	55.9	.07	3

CAMP, Yokohama, April 24th, 1874.

J. H. SANDWICH,—Lieut.,
R. M.

COMMERCIAL INTELLIGENCE.

(The following is taken from the Japan Mail of the 24th instant.)

YOKOHAMA, APRIL 25TH, 1874.

SINCE the despatch of our last MAIL SUMMARY, we have to record the following arrivals:—April 8th, P. & O. steamer *Behar*; April 19th, M. M. steamer *Menzaleh*; April 22nd, P. & O. steamer *Bombay*, all from Hongkong. Departures:—April 8th, P. M. S. S. Co.'s steamer *Colorado*, for San Francisco; April 14th, C. T.-P. S. S. Co.'s steamer *Vasco de Gama*, for the same port; April 15th, M. M. steamer *Volga*, P. & O. steamer *Behar*, both for Hongkong; April 22nd, M. M. steamer *Menzaleh*, for the same port. The present mail will be conveyed by the P. M. S. S. Co.'s steamer *Japan*, sailing on the 26th instant.

The S. S. *Croesus* has brought a general cargo from London *via* Shanghai.

Since the publication of our last Mail Summary business has continued in a weak and unsatisfactory condition. The imports of Shirtings have been on a large scale and in the absence of sufficient support from buyers prices have tended downwards.

Cotton Fabrics.—The business of the fortnight in *Shirtings* has been on an exceedingly moderate scale, and in most cases prices have yielded in presence of the large accessions to stocks. It is impossible to give an accurate return of sales. Stocks on hand, however, may be taken to be but little short of 200,000 pieces. A fair demand has existed for 7 lb. *T-Cloth* but there are no supplies on hand. A small business has been done in *Drills* also, and an enquiry for *Turkey Reds*, with slender stocks, has led to some improvement in their price. *Velvets* are very dull of sale and no business is reported in *Taffachelass*.

Cotton Yarns.—There has been but a small business during the fortnight, and prices have yielded—more especially in No. 2 goods. Stocks of all numbers are reported at about 14,000 piculs.

Woollen Fabrics.—Increased dulness is reported in all branches of the Woollen trade, while the advance of the warm season leaves no hope for any present recovery. No article calls for any special notice and prices are, on the whole, nominal.

Iron and Metals.—In Metals of all descriptions business continues exceedingly dull. We append quotations but they must be considered entirely nominal.

Sugar.—Further arrivals from Formosa, viz.: the *Hermann* on the 19th, with 5,000 bags, and the *Caroline* on the 22nd, with 7,000 bags have caused a depression in our market, and prices are lower. The *Golden Age* also brought us 3,750 baskets, and the *Croesus* 3,000 baskets and 3,000 bags from Shanghai, both cargoes of baskets having been sold at \$2.85

QUOTATIONS FOR ARTICLES OF IMPORT.

GOODS.	PRICES.	GOODS.	PRICES.
Cotton Piece Goods.		WOOLLENS.—Continued.	
Grey Shirtings:—		Sateens (Cotton) ..	00.15 to 00.17
7 lbs. 88½ yds. 39 in. per pce.	\$2.07½ to \$2.15	Alpacas 42 yds. 31 in. ...	6.50 to 8.60
8 " " " 44 " 45 in. "	2.47½ to 2.55	Camlet Cord 30 yds. 31 in. ...	6.00 to 7.25
8 lbs. 4 to 8 lbs. 6 ditto 39 in. "	2.40 to 2.57½	Mousselines de laine, (plain) 30 to 31 in. pryd.	0.15 to 0.20
9 lbs. " " " 44 in. "	2.85 to 2.95	ditto (printed) ...	0.26 to 0.35
White Shirtings:—		Cloth, Medium & Broad 54 in to 64 in "	neglected.
56 to 60 reed 40 yds. 35 in. nominal "	2.50 to 2.60	ditto Union 54 in to 56 in "	
64 to 72 " ditto ... "	2.70 to 2.95	Blankets ... limited enquiry per lb.	0.96 to 0.40
T. Cloth:—6 lbs. " " " "	1.60 to 1.65		
7 " " " " " "	1.90 to 2.00		
Drills, English—15 lbs. ... "	3.30 to 3.50		
Handkerchiefs Assorted ... per doz.	0.45 to 0.80		
Brocades & Spots (White) ... per pce.	nominal.		
ditto (Dyed) ... "			
Chintz (Assorted) 24 yds. 30 in. "	1.50 to 1.80		
Turkey Reds 24 yds. 30 in. 2½ 3 lb. per lb.	0.90 to 1.00		
Velvets (Black) 35 yds. 22 in. nominal	8.00 to 9.00		
Victoria Lawns 12 yds. 42 in. ... per pce.	0.95 to 1.00		
Taffachelass single weft 12 yds 43 in. "	2.40 to 2.70		
ditto (double weft) " " "	2.70 to 2.95		
Cotton Yarns.		Metals and Sundries.	
No. 16 to 24 ... per picul.	\$7.50 to \$9.50	Iron flat and round ... per pce.	4.00 to 4.50
" 28 to 32 ... " "	38.25 to 39.50	" nail rod ... " "	4.40 to 5.00
" 38 to 42 ... small stock nom. "	42.00 to 45.00	" hoop ... nominal. "	5.00
		" sheet ... " "	
		" wire ... " "	8.00 to 9.00
		" pig ... " "	
		Lead ... " "	Nominal.
		Tin Plates ... per box.	8.70
		SUGAR.—Formosa in Bag ... per picul.	3.85 to 4.10
		in Basket ... nom. ...	3.70 to 3.80
		Chink No. 1 Ping-fah "	8.10 to 8.20
		do. No. 2 Ching-pak "	7.75 to 8.00
		do. No. 3 Ke-pak "	7.25 to 7.50
		do. No. 4 Kook-fah "	6.70 to 7.00
		do. No. 5 Kong-fuw "	6.00 to 6.30
		do. No. 6 E-pak "	5.00 to 5.60
		Swatow ... " "	3.60 to 3.75
		Daitoong ... " "	3.60 to 3.70
		Sugar Candy ... " "	10.00 to 11.25
		Raw Cotton (Shanghai new) ...	15.00 to 15.35
		Rice ... " "	2.74
Woollens & Woollen Mixtures.			
Camlets 58 56 to 58 yds. 31 in. Asstd. per pce	17.50 to 18.50		
ditto Black ... " "	17.00		
ditto Scarlet ... " "	19.00 to 20.00		
Lastings 30 yds. 31. "	14.00 to 16.00		
Lustres & Orleans (figured) ditto ... "	5.00 to 5.50		
Orleans 30 yds. 32 in. (plain) ditto "	4.50 to 5.00		
Italian Cloth 30 yards 31 inches per yd.	00.28 to 00.36		

COMMERCIAL INTELLIGENCE.

(Continued.)

Silk.—Since the 7th instant an increase in the arrivals, and somewhat better advices from the home markets have imparted more activity to business than during the previous fortnight. * Settlements are about 275 bales of Hanks, and 225 bales of Oshiu and Sodai. Prices are a trifle easier, but exchange is rising, and the stock is reduced to 800 bales.

The total export to date is 13,239 bales against 12,269 bales last year at the same date.

In the central districts, viz: Bushiu, Joshu, Koshu and Sinohu, the hatching of the silk-worm's eggs will, according to the altitude, take place earlier or later in the first fortnight of May.

Tea.—Business has been greatly restricted in this product, total settlements since the 6th instant only amounting to 1,000 piculs, and arrivals to about 1,300 piculs.

Above mentioned operations comprehend all classes and call for no special remark; the only important settlement being some 300 piculs classed as "Fine" at \$40, but purchases effected so late find but little favour in New York, and sometimes fail to obtain their grading at this side.

Some few sample packages of New Crop go forward by the steamer, but they can afford but little information as to the character of the first crop teas; arrivals of these are expected in the course of the ensuing week, and as no opportunity will offer for shipping prior to the 22nd proximo, we trust buyers will not this season start the market at ridiculous and extravagant figures.

The outgoing steamer *Japan* takes some 5,000 packages, or about 200,000 lbs., for all destinations.

EXPORTS.

GOODS.				PRICES.	LAI'D DOWN AND SOLD IN LONDON. Ex 6mos. at 4s. 4½d	LAI'D DOWN AND SOLD IN LYONS. Ex. at 5 55 @ 6 mos.
Silk:—				per picul		
HANKS.	{ Mañbashi and Shinshiu }	Extra none. ...	nominal.			
		Best ...		\$610.00 to \$630.00	23s. 10d. to 24s. 6d.	frs. 66 to frs. 69
		Good ...		\$570.00 to \$590.00	22s. 4d. to 23s. 1d.	frs. 62 to frs. 65
		Medium ...		\$500.00 to \$550.00	19s. 10d. to 21s. 7d.	frs. 55 to frs. 61
OSHIO	Extra	... ..	nominal.			
		Best ...		\$620.00 to \$650.00	24s. 2d. to 25s. 3d.	frs. 67 to frs. 71
		Good ...		\$530.00 to \$580.00	20s. 11d. to 22s. 9d.	frs. 58 to frs. 63
		Medium ...		\$530.00 to \$580.00	20s. 11d. to 22s. 9d.	frs. 58 to frs. 63
HAMATEKI	Inferior	... ..		\$420.00 to \$460.00	16s. 11d. to 18s. 4d.	frs. 47 to frs. 51
		... ..		\$400.00 to \$440.00	16s. 2d. to 17s. 8d.	frs. 45 to frs. 50
SODAI	Medium	... ..			
Tea:—						
Common ...				Prices rule so irregularly, and the teas are of such doubt- ful grades, that it is impossible to give reliable quotations.		
Good Common ...						
Medium ...						
Good Medium ...						
Fine ...						
Finest ...						
Choice ...						
Choicest ...						
Sundries:—						
Mushrooms...					\$36.00 to 43.00	
Isinglass ...					\$30.00 to 35.00	
Sharks' Fins ...					\$20.00 to 40.00	
White Wax...					\$13.00 to 15.00	
Bees Do. ...					\$40.00 to 50.00	
Cuttle fish ...					\$10.50 to 11.50	
Dried Shrimps ...					\$14.00 to 16.00	
Seaweed, ...					\$ 1.00 to 3 20	
Gallnut ...					None.	
Tobacco ...					\$ 6 50 to 12.00	
Sulphur ...					\$ 2 40 to 2 90	
Wheat ...					\$ 1 60 to 1 85	
Shellfish ...					\$17.00 to 30.00	
Camphor ...					\$14.00 to 16.00	
Bêche de Mer ...					\$35.00 to 50.00	
Ginseng, 50 to 100 pieces					\$ 2 85 to 5.00	
100 to 200 "					\$ 2.00 to 3.25	

EXCHANGE AND BULLION.

Early in the week there were moderate settlements made of Private Paper at previous quotations, since then however Bank Bills have somewhat advanced and close steady at quotations.

Locally the business is nearly nominal.

Rates close as follows:—

On London, Bank, 6 Months' Sight....	4s. 4½d.
" " Bank Bills on demand	4s. 3½d.
" " Credits.....	4s. 4½d.
" Paris, Bank Bills	5.52½
" " Private	5.55
" Shanghai Bank Bills on demand.....	72½
" " Private Bills 10 days' sight 73 noml.	

On Hongkong Bank Bills on demand	Par. ½ per cent discount.
" " Private Bills 10 ds. sight	½ per cent discount.
" San Francisco Bank Bills on demand	103
" 30 days' sight Private....	105
" New York Bank Bills on demand...	103
" 30d. s. Private.....	105
Gold Yen.....	417
Kinsats	418

MISCELLANEOUS.

NOTICE.

WE have established a branch of our firm in HIOGO, under the management of

Mr. Carl Johann Wilhelm Braess,

who has been admitted a partner in our firm at that port.

Yokohama, April 1, 1874. **VAN OORDT & Co.** 1m.

NOTICE.

THE Undersigned have been appointed Agents at this Port for the

LIVERPOOL UNDERWRITERS ASSOCIATION.

Yokohama, April 7, 1874. **JAMES C. FRASER & Co.** 3ws.

Reuter's Telegram Company,
(LIMITED.)

THE Undersigned is prepared to receive messages for transmission to any part of the World to which there is telegraphic communication from Japan. Passengers wishing to telegraph their safe arrival in Europe from this, can do so on payment at this office of the sum of \$8. Arrangements are being made to extend this system to other countries.

Yokohama, April 25, 1874. **E. L. B. McMAHON,** Agent, No. 32. tf.

J. THOMPSON & Co.

BEG respectfully to announce that, until their new premises are erected,

Messrs. North & Co.

Have kindly undertaken the management of their business. All orders, prescriptions, &c. sent to their Dispensary will receive the same careful attention as heretofore.

Yokohama, March 30, 1874. tf.

GUIDE BOOK OF YEDO.**THE TOKIO GUIDE,**

WILL be ready May 1st. A handy-volume Guide Book to the Japanese Capital, containing a general description of the route from Yokohama to Yedo, general description of Tokio, detailed description of places of interest, fees, miscellaneous information, &c., &c.

Price, One Dollar.

F. R. WETMORE & CO.,

Importing and Manufacturing Stationers,

28. Main Street, Yokohama, 28.

Yokohama, April 24, 1874.

MISCELLANEOUS.

MESSRS. BOURNE & CO.

WILL SELL BY

PUBLIC AUCTION,

At their Rooms, No. 70,

MAIN STREET,

(Unless Previously Disposed of by Private Contract.)

IN MAY NEXT.

ALL that very VALUABLE and DESIRABLE PROPERTY, known as 24A., Water Street, containing 513 Tsuboes as per Japanese Title and with the Buildings thereon consisting of a TWO STORIED DWELLING HOUSE with OUTHouses and STABLES.

Also,

The OFFICE and STONE GODOWN, both of which are TWO STORIED, the size of the latter is 90 feet by 40 feet or equal to 100 Tsuboes. All the Buildings have been recently examined and found in thorough repair and sound condition.

The Ground Rent is paid up to 31st January, 1874.

The Property can be viewed and full particulars obtained by applying on the Premises or to the

AUCTIONEERS.

Yokohama, March 10, 1874.

BURGOYNE, BURBIDGES & Co.,

COLEMAN STREET, LONDON,

EXPORT DRUGGISTS,

MANUFACTURERS of every description of CHEMICAL, PHARMACEUTICAL, PHOTOGRAPHIC, and other PREPARATIONS. OIL PRESSERS, DISTILLERS OF ESSENTIAL OILS, DEALERS in Patent Medicines, SURGICAL INSTRUMENTS and Appliances, Glass Ware, Confectionery, Medical Books, and Shop Fittings, and every description of Druggists' Sundries, Paints, Colours, Dyes, &c., &c.

Upon application, Messrs. BURGoyNE, BURBIDGES & Co. will forward their Price Current, containing more than Twenty Thousand prices.

Messrs. BURGoyNE, BURBIDGES & Co. are thoroughly conversant with the Japan Markets, and are prepared to receive commission orders for any articles of British Manufacture, and having made this an important branch of their business, they are enabled to select the cheapest and best goods, securing the extremest discounts; they likewise receive consignments of produce.

Yokohama, June 21, 1873.

52ins.

TRADE



MARK.

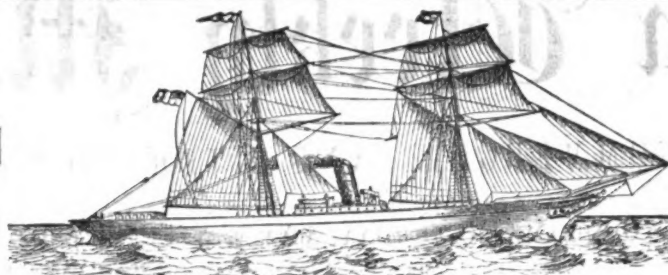
ELLWOOD'S

HATS AND HELMETS.

Yokohama, March 28, 1874. 12ms.

MISCELLANEOUS.

IRON
STEAM
AND



SAIL
ING
SHIPS.

COLE BROTHERS,

NEWCASTLE-ON-TYNE, ENGLAND,

Builders of all Classes of Iron Vessels up to the largest Dimensions.

TUGS, BARGES, &c.,

July 18, 1873.

IRON AND WOOD SHIPS REPAIRED.

52 ins.



LEA & PERRINS'

CELEBRATED

WORCESTERSHIRE SAUCE

DECLARED BY CONNOISSEURS

TO BE

THE ONLY GOOD SAUCE.



CAUTION AGAINST FRAUD.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA AND PERRINS' SAUCE,

and to see that their names are upon the wrapper, label, stopper, and bottle.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and label of which the names of Lea and Perrins have been forged. L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their right may be infringed.

ASK FOR LEA & PERRINS' SAUCE, AND SEE NAME ON WRAPPER, BOTTLE, AND STOPPER,

Wholesale and for Export by the Proprietors, Worcester: Crosse and Blackwell, London, &c.; and by Grocers and Oilmen universally.

Yokohama, March 7, 1874.

33ins.

CAUTION.

BETTS'S PATENT CAPSULES.

—:0:—

The public are respectfully cautioned that BETTS'S Patent Capsules are being Infringed.

BETTS'S name is upon every Capsule he makes for the leading Merchants at home and abroad,

and he is the **ONLY INVENTOR** and **SOLE MAKER** in the United Kingdom.

Manufactories:—1, Wharf-road, City-road, London, and Bordeaux, France,

Yokohama, 6th July, 1872,

12m.

FRAUD.

On the 27th June, 1866, **MOTEEWALLAH**, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the

LABELS

Of Messrs. **CROSSE & BLACKWELL**,

London, and was sentenced by Mr. Justice Phear to

TWO YEARS RIGOROUS IMPRISONMENT;

And on the 30th of the same month, for

SELLING SPURIOUS ARTICLES

bearing Labels in imitation of Messrs. **CROSSE & BLACKWELL'S** **SHAIK BACHOO** was sentenced, by the Suburban Magistrate at Sealdah, to

TWO YEARS RIGOROUS IMPRISONMENT.

CAUTION.—Any one selling spurious oilmen's stores, under Crosse & Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The **GENUINE** Manufactures, the corks of which are all branded with Crosse & Blackwell's name, may be had from **EVERY RESPECTABLE DEALER** in India.

Yokohama, May 27, 1872.

12ms.

GEORGE FLETCHER & Co.,

BETTS STREET, ST. GEORGE'S EAST, LONDON,

AND

MASSON WORKS, DERBY.

Established over Thirty years as

MAKERS OF EVERY DESCRIPTION OF MACHINERY FOR SUGAR PLANTATIONS AND REFINERIES,

and well known all over the world.

Also the **ORIGINAL PATENTEES** of the **MULTITUBULAR BOILERS FOR THE COPPER WALL.**

Multitubular and other Steam Boilers.	Cattle Pumps.
Condensing and High Pressure Steam Engines.	Vacuum Pans with all their accessories.
Donkey Engines.	Centrifugal Sugar Machine.
Distillery Engines.	All kinds of Apparatus for reburning Animal Charcoal.
Air-pump Engines.	Copper Rum Still for steam or fire.
Wrought Iron Waterwheels.	Light Rails, Axles, and Wheels for Megass.
Horizontal and Vertical Sugar Mills of every description, with suitable gearing.	Dippers and Cranes.
Cane-juice Pumps.	Improved Feed Injectors (Fletcher's).
Tubular and other steam Clarifiers.	Cane Pumps.
Sugar Pans, Coolers, &c.	Draining Machinery, with scoop wheels or centrifugal pumps.
Granulating Pans of every description.	Cast and Wrought Iron Tanks.

Also small Plants (clarifiers and Sugar Boilers extra) to make 24 tons per day of 12 hours, for £770.

Yokohama, March 21, 1874,

14.